



Norwich Western Link

Pre-application Consultation

Report

Author: WSP

Document Reference: 5.01.00

Version Number: 00

Date: March 2024



Contents

Glossary of Abbreviations and Defined Terms	5
1 Introduction	6
1.1 About this document.....	6
1.2 Context.....	6
1.3 About The Proposed Scheme	9
2 Pre-application consultation	11
2.1 Introduction.....	11
2.2 Who was consulted	11
2.3 How the Applicant consulted	12
2.4 Materials produced to support consultation	13
2.5 Consultation promotion and engagement.....	15
2.6 Media coverage.....	18
2.7 Attlebridge localised consultation	19
3 Response analysis methodology.....	21
3.1 Questionnaire	21
3.2 Qualitative analysis	21
3.3 Quantitative analysis	22
3.4 Other written responses	22
3.5 Postcode analysis	22
4 About the respondents	23
4.1 Respondent profile	23
4.2 Demographic data results.....	24
5 Individual views on the proposals.....	42
5.1 Overview	42
5.2 Local access proposals	42
5.3 Northern section of the route.....	44
5.4 The viaduct and water environment	45
5.5 Central section of the route	48
5.6 Southern section of the route and drainage.....	49
5.7 Environmental considerations	52
5.8 Ecological mitigation and enhancement	54
5.9 Traffic mitigation – proposals to the south of the A47.....	55
5.10 Traffic mitigation – proposals to the north of the A1067	58



- 5.11 Proposals for Honingham Lane 61
- 5.12 Any other comments..... 64
- 6 Responses from businesses, organisations and elected representatives 65
 - 6.1 Business, groups, organisation and elected representative responses.. 65
 - 6.2 Other responses..... 65
- 7 Attlebridge localised consultation responses 67
 - 7.1 Summary 67
 - 7.2 Responses from individuals..... 67
 - 7.3 Responses from groups, organisations and elected representatives 68
 - 7.4 Regard given to comments from individuals and groups, organisations and elected representatives 69
- 8 Consideration of comments received 70
- 9 Conclusions..... 74

Tables

- Table 1-1 Public consultations on the Proposed Scheme 8
- Table 2-1 In-person events 13
- Table 4-1 Number of responses received 23
- Table 4-2 Number of responses by postcode district 27
- Table 5-1 Responses received to question 20 by respondents from postcodes NR9 and NR18 57
- Table 5-2 Responses received to question 22 by respondents from postcodes NR9 and NR10 60
- Table 5-3 Responses received to question 24 by respondents from postcode NR8 63
- Table 7-1 Organisational and elected representatives 68

Figures

- Figure 1-1 The route of the Proposed Scheme 8
- Figure 4-1 Interest in the pre-application consultation proposals 25
- Figure 4-2 Map showing indicative postcode response areas, with the most frequent postcodes in purple 26
- Figure 4-3 Age range of respondents..... 38
- Figure 4-4 Gender of respondents 39
- Figure 4-5 Self-described disability among respondents..... 40
- Figure 4-6 Self-described ethnicity of respondents 41



Figure 5-1 Extent of agreement with proposals for local access 43

Figure 5-2 Level of support for proposals for northern section 44

Figure 5-3 Level of support for proposals for the viaduct 46

Figure 5-4 Level of support for proposals for the water environment 47

Figure 5-5 Level of support for proposals for the central section..... 48

Figure 5-6 Level of support for proposals for the southern section..... 50

Figure 5-7 Level of support for proposals for drainage..... 51

Figure 5-8 Level of support for proposals for minimising the impact on the environment 52

Figure 5-9 Level of support for proposals for the ecological mitigations and enhancements..... 54

Figure 5-10 Level of support for proposals for traffic mitigation to the south of the A47 56

Figure 5-11 Level of support for proposals on traffic mitigation to the north of the A1067 59

Figure 5-12 Extent of support for the proposal on Honingham Lane 62

Appendices

- Appendix 1: Pre-Application Consultation Brochure
- Appendix 2: Pre-Application Consultation Questionnaire
- Appendix 3: Pre-Application Consultation Leaflet and Poster
- Appendix 4: Pre-Application Environmental Information Document
- Appendix 5: Pre-Application Consultation Press Releases and Social Media
- Appendix 6: Pre-Application Consultation Media Coverage
- Appendix 7: Attlebridge Localised Consultation Materials
- Appendix 8: Pre-application Consultation Demographic Tables
- Appendix 9: Pre-application Consultation Frequency Tables
- Appendix 10: Responses to Matters Raised at Pre-application Consultation (Individual Responses)
- Appendix 11: Responses to Matters Raised at Pre-application Consultation (Organisation Responses)
- Appendix 12: Attlebridge Localised Consultation Frequency Tables
- Appendix 13: Attlebridge Consultation – Responses to Matters Raised



Glossary of Abbreviations and Defined Terms

Term	Definition
the Applicant	Norfolk County Council as the promoter of the Proposed Scheme.
Norfolk County Council as the County Planning Authority	Norfolk County Council is the County Planning Authority who will consider the Planning Application and decide whether or not to grant planning permission. Use term when referring to the CPA instead of the Applicant.
the Proposed Scheme	The proposed Norwich Western Link scheme.
DCO	Development Consent Order
DfT	Department for Transport
NMU	Non-motorised User
NWL	Norwich Western Link
OBC	Outline Business Case
PRoW	Public Right of Way, being a highway over which the public have a right of access along the route.
SAC	Special Area of Conservation, being a protected site designated under the European Union Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the EC Habitats Directive)
SOBC	Strategic Outline Business Case
SSSI	Site of Special Scientific Interest

1 Introduction

1.1 About this document

1.1.1 This document describes the engagement and consultation activities undertaken by Norfolk County Council as part of the pre-application consultation ahead of the submission of the planning application for the Norwich Western Link (the Proposed Scheme).

1.1.2 The document analyses the responses to the pre-application consultation carried out between 15 August 2022 and 9 October 2022.

1.2 Context

1.2.1 The Proposed Scheme consists of the construction, operation and maintenance of an approximately 6 Kilometre (km) long dual-carriageway road connecting the A1067 Fakenham Road and the A47, with a dualled section of the A1067 to the existing A1270 roundabout.

1.2.2 The objectives of the Proposed Scheme are as follows:

High-level objectives:

- Support sustainable economic growth;
- Improve the quality of life for local communities;
- Promote an improved environment; and,
- Improve strategic connectivity with the national road network.

Specific objectives:

- Improve connectivity and journey times on key routes in Greater Norwich;
- Reduce the impacts of traffic on people and places within the western area of Greater Norwich;
- Encourage and support walking, cycling and public transport use;
- Improve safety on and near the road network, especially for pedestrians and cyclists;



- Protect the natural and built environment, including the integrity of the River Wensum Special Area of Conservation; and,
- Improve accessibility to key sites in Greater Norwich.

1.2.3 Although all feedback was welcomed, the key aims of the pre-application public consultation in 2022 were to seek feedback on:

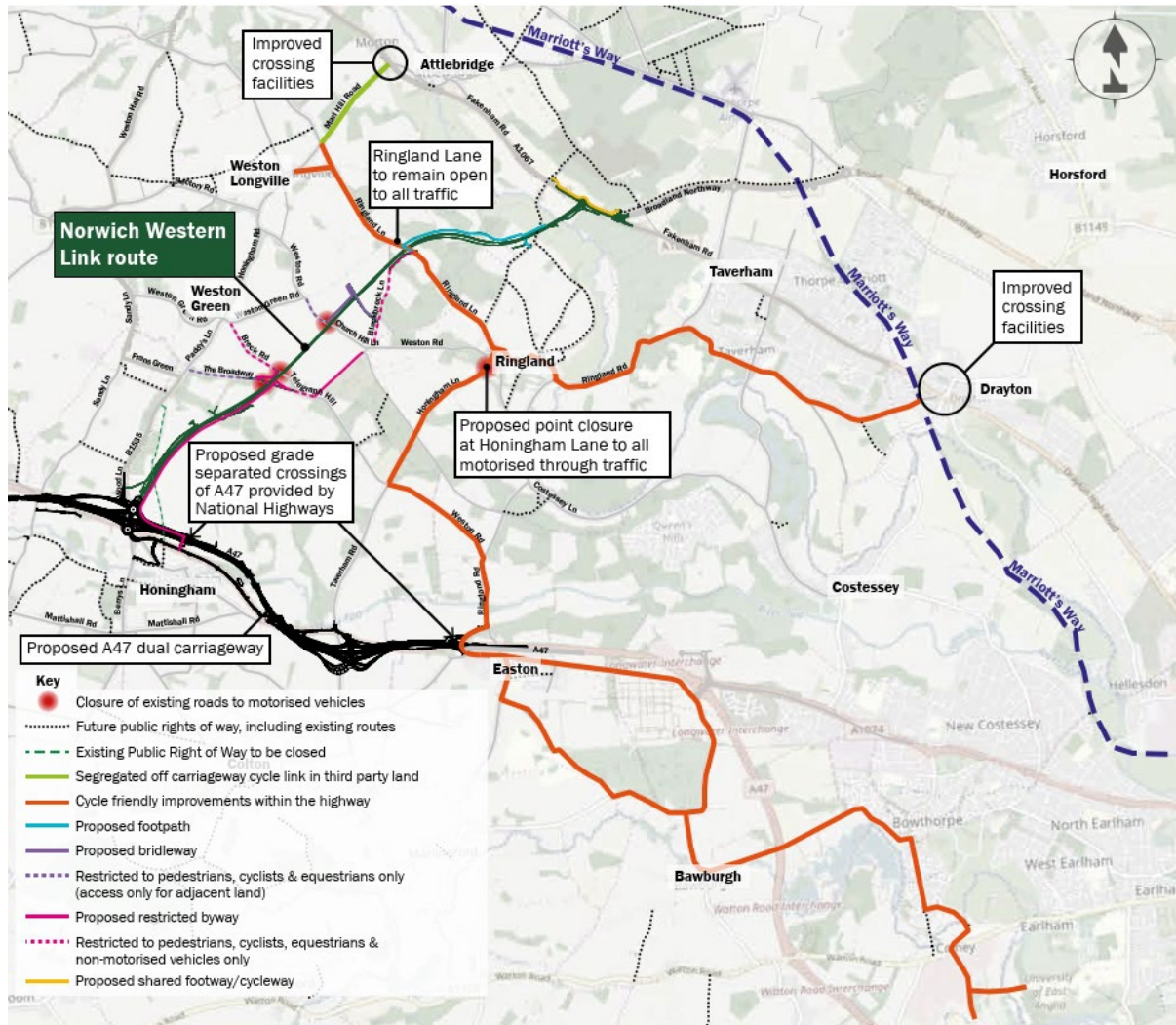
- the design of the road and its structures, including the viaduct over the River Wensum;
- the environmental mitigation and enhancement measures; and,
- the traffic mitigation measures.

1.2.4 This was the fourth public consultation conducted on the NWL. An initial consultation on transport issues in the spring/summer of 2018 established the presence of transport issues to the west of Norwich, and which solutions the public wanted to be considered. A second options consultation in winter 2018/19 focused on selecting the preferred route for the Proposed Scheme. A preferred route was developed in July 2019.

1.2.5 In May 2020, the Department for Transport (DfT) approved the Strategic Outline Business Case (SOBC), meaning the Proposed Scheme has conditional entry into DfT's 'Large Local Majors' funding programme and awarded Norfolk County Council more than £1 million of development funding in the 2020/21 financial year. There was a third, local access consultation during the summer of 2020, focusing on whether local roads crossed by the Proposed Scheme should be severed or maintained via new crossings. It also considered issues of Public Rights of Way and the potential for sustainable transport measures.



Figure 1-1 The route of the Proposed Scheme



A summary of the public consultations is presented in Table 1-1. Details of previous public consultations are available online at [Norwich Western Link Major Projects and Improvement Plans](#).

Table 1-1 Public consultations on the Proposed Scheme

Consultation	Date
Public consultation on transport issues	May – July 2018
Public consultation on shortlisted options	November 2018 – January 2019



Consultation	Date
Public consultation on local access	July – September 2020
Pre-application Consultation	August – October 2022
Attlebridge Localised Consultation	December 2022 – January 2023

1.2.6 Further details about the above consultations and how they have informed the Proposed Scheme can be found in the Statement of Community Involvement (Document Reference: 1.03.00).

1.2.7 In June 2021, the contract to design and build the Proposed Scheme was awarded to Ferrovial Construction. In the same month the Outline Business Case (OBC) for the Proposed Scheme was submitted to DfT.

1.2.8 In September 2022, as a result of ongoing design development work and the subsequent updates to the programme, budget forecast and risk register, an addendum to the OBC was submitted to DfT. This addendum included updates to the Strategic Case, Economic Case, Financial Case and Management Case for the Proposed Scheme. The OBC and the addendum were confirmed in October 2023.

1.3 About The Proposed Scheme

1.3.1 The Proposed Scheme consists of the construction, operation and maintenance of an approximately 6 Kilometre (km) long dual-carriageway road connecting the A1067 Fakenham Road and the A47, with a dualled section of the A1067 to the existing A1270 roundabout.

1.3.2 As part of the Proposed Scheme, the following structures are proposed:

- Viaduct crossing the River Wensum Special Area of Conservation and floodplain (approximately 490m long). The ten-span bridge design includes piled piers within the floodplain;



- A culvert crossing of a minor watercourse in the floodplain where it is intersected by a maintenance access track;
- Wildlife crossings, including underpasses and green bridges;
- Overbridges where required to maintain routes across the scheme for local landowner vehicles, non-motorised users (pedestrians, cyclists and horse riders) and/or wildlife; and,
- Culvert structure for a tributary of the River Tud.

1.3.3 The Proposed Scheme design includes sloped earth embankments and cuttings to manage the topography, earth bunds, landscape planting, environmental mitigation measures, drainage basins, and maintenance access tracks.

1.3.4 As part of a separate planned scheme, National Highways proposes to realign and dual the A47 between North Tuddenham and Easton. This scheme's Development Consent Order (DCO) was granted by the Secretary of State for Transport in August 2022. As part of that scheme, National Highways will construct the Honingham grade-separated junction, and the Norwich Western Link will connect to the north-eastern side of that junction. Further information can be found here: [North Tuddenham to Easton Improvements](#)



2 Pre-application consultation

2.1 Introduction

2.1.1 The pre-application consultation for the fourth round of consultation ran for 8 weeks between 15 August 2022 and 9 October 2022. This consultation period aimed to allow those taking holidays during the school summer break a chance to respond to the consultation.

2.2 Who was consulted

2.2.1 Norfolk County Council as the Applicant wanted to provide stakeholders with the opportunity to provide feedback on the proposals. The consultation was open to anyone interested in the proposals. All views were welcomed, and Sections 5 and 6 of this report provide details of the feedback received.

2.2.2 The Applicant has taken the feedback received into consideration. More details on the regard given to the pre-application consultation responses received can be found within Appendices 10, 11 and 13.

2.2.3 Information about the consultation and how to provide feedback was sent to key stakeholders. Key stakeholders were those who had been identified as having a particular interest in the project. These included:

- Political representatives (MPs; county, district and parish councillors; council chief executives);
- relevant public sector bodies;
- environmental bodies;
- emergency services;
- haulage companies;
- walking and cycling groups;
- wildlife groups;
- bus companies;



- representative industry bodies;
- businesses and residents within the vicinity of the pre-application consultation proposals; and,
- organisations and individuals who have previously expressed an interest in the project.

2.3 How the Applicant consulted

2.3.1 The Applicant undertook a range of consultation activities to raise awareness of the consultation so that stakeholders could provide feedback on the pre-application consultation proposals at consultation. These are described in the following sections.

2.3.2 A virtual consultation room was available online throughout the consultation period, using PinPoint ConnectAll. This is a digital engagement platform to help inform, engage and consult with communities and stakeholders. The virtual room contained links to the consultation brochure, the Environmental Information Document and the consultation feedback questionnaire. Further details of these materials can be found in Section 2.4. Other material provided included a fly-through video of the pre-application consultation proposals, and images depicting an artist's impression of the completed road. A telephone appointment to speak to the project team could be requested through the virtual room; one appointment was held. The virtual room also contained details of the in-person consultation events.

2.3.3 Hard copies of the brochure, Environmental Information Document, and questionnaire were available on request. 75 requests for hard copies were received. Accessible format materials were also available on request (i.e. large print, audio descriptions, Braille, translations into other languages); none were requested.

2.3.4 In-person consultation events were held during the consultation period. Table 2-1 below details the four events that were held at various locations around the area of the pre-application consultation proposals.



Table 2-1 In-person events

Location	Date and Time
Barnham Broom Village Hall	Friday 2 nd September 2022, 12-8pm
Weston Longville – Hall for All	Thursday 15 th September 2022, 12-8pm
Felthorpe Village Hall	Thursday 22 nd September 2022, 12-8pm
The Costessey Centre – Stafford Hall	Friday 30 th September 2022, 1-8pm

2.3.5 The event at the Costessey Centre was postponed from 9 September 2022 due to the mourning period for Her Majesty Queen Elizabeth II. The change of date was advertised within the virtual room, on Norfolk County Council’s website and via an email to the project’s stakeholder distribution list.

2.4 Materials produced to support consultation

Consultation brochure

2.4.1 The consultation brochure outlined the key aspects of the pre-application consultation proposals. This included the changes to local access around the road, environmental mitigations including wildlife crossings, traffic mitigation on certain local roads and measures to improve walking, cycling and public transport use to the west of Norwich. The brochure also provided details of the in-person consultation events, and the URL of the virtual room.

2.4.2 The brochure was published on the [consultation website](#), which was live for the duration of the consultation period.

2.4.3 Printed copies of the brochure and consultation feedback questionnaire were provided on request, at in-person events, and were also posted to properties and businesses. Those who were sent printed information were within 1km of the pre-application consultation proposals boundary or within 0.5km from the proposed traffic mitigation measures at the start of the consultation period.



- 2.4.4 People who needed assistance to enable them to respond to the consultation, including receiving information in alternative formats such as large print, Braille or in a different language, were encouraged to contact the Applicant via a dedicated consultation email address or the Applicant's customer service phone line. No requests for alternative formats were received.
- 2.4.5 The brochure contained summaries of some of the ecological enhancements and mitigations planned along the pre-application consultation proposals. The Environmental Information Document, which was prepared ahead of the consultation and fully explains these mitigations and enhancements, was referenced throughout the brochure.
- 2.4.6 A copy of the brochure can be found in Appendix 1 (Document Reference 5.01.01) and a copy of the Environmental Information Document can be found in Appendix 4 (Document Reference 5.01.04).

Virtual room

- 2.4.7 All consultation material was available via the virtual room, built using PinPoint ConnectAll. This virtual consultation room allowed users to move around the room with their mouse and access consultation materials, such as the brochure, artist images, and map. They could also access the questionnaire and submit their response.
- 2.4.8 The virtual room was available online from the start of the consultation period until 17 October 2022 to allow people to access consultation material beyond the consultation period; there were 4,574 hits on the site. However, the online questionnaire was open until 9 October 2022 in line with the consultation period.



Questionnaire

- 2.4.9 An online questionnaire, hosted via an online survey platform SmartSurvey and available within the virtual room, was provided as the main mechanism through which respondents could comment on the pre-application consultation proposals (Appendix 2 (Document Reference 5.01.02)). Hard copies of the questionnaire were given to people at consultation events and also mailed to properties and businesses within 1km of the pre-application consultation proposals boundary. Additionally, hard copies of the questionnaire were issued to people who requested them. The questionnaire included a combination of open and closed questions. Postal and email addresses were also provided on the consultation brochure to enable the consultees the opportunity to send emails and letters in response to the consultation. A dedicated email address was set up to handle queries related to the pre-application proposals.
- 2.4.10 The questionnaire consisted of 31 questions, with a combination of open and closed questions. The questionnaire asked for opinions and comments on the pre-application consultation proposals. It also included questions to ascertain the demographics of the consultees.
- 2.4.11 A copy of the questionnaire can be found in Appendix 2 (Document Reference 5.01.02).

2.5 Consultation promotion and engagement

Leaflets, Letters and Emails

- 2.5.1 Consultation brochures and questionnaires were sent to 8,190 properties within approximately 1km of the pre-application consultation proposals boundary or within 0.5km from the proposed traffic mitigation measures at the start of the consultation period.



2.5.2 Letters containing leaflets and posters were also sent to clerks of the town and parish councils on the project's Local Liaison Group at the beginning of the consultation period with a request for them to assist with promoting the consultation to their local communities. A copy of the leaflet and poster can be found in Appendix 3 (Document Reference 5.01.03).

2.5.3 Emails promoting the consultation and outlining how people could find out more and participate were sent to the project's stakeholder database which included public bodies, businesses, environmental groups, and community groups. This database included around 1,000 contacts.

2.5.4 Emails were sent to the stakeholder database on:

- 1 August 2022, to confirm the dates of the consultation and where and when the consultation events would be held;
- 15 August 2022, to coincide with the launch of the consultation;
- 9 September 2022, to postpone the consultation event at the Costessey Centre;
- 14 September 2022, to confirm the rescheduled event at the Costessey Centre;
- 28 September 2022, to remind people to respond before the closing date; and,
- 10 October 2022, to confirm that the consultation had closed.

Social media

2.5.5 Norfolk County Council's Facebook and Twitter accounts were used to promote the consultation and specific events. A total of seven social media posts were published about the consultation and £200 was spent on Facebook advertising to promote the consultation to people within a geographical area which encompassed the route and associated measures.



2.5.6 The fly-through video was also hosted on YouTube from the beginning of the consultation period and available to view on both the consultation virtual room and Norfolk County Council's website. Up to late August 2023, it had been viewed more than 1,500 times.

2.5.7 Examples of the social media posts can be found in Appendix 5 (Document Reference 5.01.05).

Press releases

2.5.8 Press releases promoting the consultation were sent out on:

- 1 August 2022, to confirm the dates of the consultation and where and when the consultation events would be held;
- 15 August 2022, to coincide with the launch of the consultation;
- 26 September 2022, to remind people to respond before the closing date.

2.5.9 Examples of the press releases can be found in Appendix 5 (Document Reference 5.01.05).

Media advertisements

2.5.10 As well as the Facebook advertising mentioned above, two weeks of advertising during the consultation period was secured on Heart Norfolk, a local radio station. This comprised a 30 second advert that ran for the first week commencing 15 August 2022 and the penultimate week commencing 26 September 2022, reaching an estimated 146,000 listeners in total. Key stakeholder meetings.



2.5.11 Throughout the development of the pre-application consultation proposals, some aspects of the proposals had been discussed and developed with input from select key stakeholders, such as affected landowners, parish councils and statutory consultees. Due to ongoing engagement with some key stakeholders, it was not necessary to arrange specific consultation-related meetings with all stakeholders. However, all key stakeholders were emailed information about the consultation as set out above.

2.5.12 In addition to the four in-person consultation events and the ability to book online or phone appointments with members of the project team, consultation-focused briefings and meetings were also held with a number of key stakeholders either shortly before or during the consultation period. The briefings focused on providing information on the pre-application consultation proposals. These included meetings with:

- County councillors;
- NWL Member Group;
- Reporters from the Eastern Daily Press, Radio Norfolk and ITV Anglia News;
- Transport East;
- Weston Longville Parish Council;
- Ringland village meeting (organised by Ringland Parish Council);
- The Local Liaison Group largely consisting of parish and town council representatives; and,
- Ecology Liaison Group (comprised of wildlife and environmental groups).

2.6 Media coverage

2.6.1 Media coverage about the consultation appeared before and during the consultation period, including:



- [Fresh chance for public to have their say on Western Link \(Eastern Daily Press, 1 August 2022\);](#)
- [Norwich Western Link road: Pictures released as consultation begins \(BBC News Online, 15 August 2022\);](#)
- Interview with Cllr Martin Wilby promoting the start of the consultation (BBC Radio Norfolk, 15 August 2022);
- [Fresh Norwich Western Link details revealed as public invited to have say \(Eastern Daily Press, 15 August 2022\);](#)
- [Love it or hate it? Village reacts to Western Link road plans \(Eastern Daily Press, 2 September 2022\);](#)
- [Western Link event rescheduled following Queen's death \(Eastern Daily Press, 14 September 2022\);](#)
- [More than 800 had say on Western Link – as deadline for comments nears \(Eastern Daily Press, 28 September 2022\).](#)

2.6.2 Examples can be found in Appendix 6 (Document Reference 5.01.06).

2.7 Attlebridge localised consultation

2.7.1 As a result of the responses received to the pre-application consultation regarding the proposed prohibited right turn from Reepham Road into Station Road (to the north of Attlebridge), a further localised consultation was undertaken on an alternative proposal for the traffic mitigation in the area of Attlebridge. This proposal was developed in response to the comments received during the August to October 2023 consultation. This took place between 12 December 2022 and 20 January 2023. The duration of this consultation period accounted for the Christmas and New Year holidays during which people are often away. The alternative proposal consisted of:

- Removal of the originally proposed prohibited right turn from Reepham Road into Station Road and its replacement with:



- Revocation of the weight restrictions on Station Road and Felthorpe Road; and,
- Provision of a prohibition of motor vehicles (except for access) restriction on Station Road, Felthorpe Road and Old Fakenham Road.

2.7.2 This localised consultation was undertaken because this alternative proposal represented an increase in the restrictions to traffic when compared to the proposal originally outlined in the pre-application consultation.

2.7.3 The consultation consisted of:

- A consultation letter and accompanying plans explaining the alternative proposal, which was posted to 513 properties and parish councils in the vicinity of the proposals, together with the emergency services; and,
- Emails and plans sent to County Councillors and District Councillors whose electoral divisions were located in the vicinity of the proposals.

2.7.4 A copy of the consultation letter and accompanying plans, which included a separate map that provided details of the future year predicted traffic flows on local roads as a result of the revised proposal, is shown in Appendix 7 (Document Reference 5.01.07).

2.7.5 Consultees were able to respond to the localised consultation by using the same specific email address and postal mailing address used for the previous consultation. Consultees were asked to write an open form letter with their thoughts, comments, or concerns. The results of this localised consultation are summarised in Section 7.



3 Response analysis methodology

3.1 Questionnaire

3.1.1 The online questionnaire was hosted on SmartSurvey. Online responses were processed directly through the questionnaire platform, while all data from paper copies, including verbatim responses to open questions, were entered manually.

3.1.2 The combined dataset was downloaded into a spreadsheet and a series of logic and range checks, as well as further spot checks of manually entered data, were completed prior to analysis. Microsoft Excel and Geographic Information System (GIS) mapping software were used to analyse the data, with the results of this analysis presented in the series of charts, tables and maps which are shown in Sections 5 and 6, and in Appendix 8 (Document Reference 5.01.08).

3.2 Qualitative analysis

3.2.1 The consultation questionnaire contained both open and closed questions. Open questions invite free-text responses which provides valuable additional insight into respondents' opinions.

3.2.2 The free-text responses required further processing, or thematic 'coding', whereby statements within comment boxes were translated into a series of numeric codes, to identify common themes and enable the categorisation of the comments. A code frame was produced which is a list of the codes which represent the different themes and areas of comment raised by respondents. This is created by reviewing a large sample of the responses and identifying common themes and areas of comment, each of which is given a unique number. These codes were then analysed quantitatively to identify the most frequently recurring areas of comment.



3.2.3 The code frame for this consultation underwent a series of reviews during the analysis to ensure that any new themes that emerged in the data were incorporated. The coding of responses was subject to a series of quality assurance checks to ensure consistency and accuracy throughout the process. Appendix 9 (Document Reference 5.01.09) shows the coding frequency tables for each open question.

3.3 Quantitative analysis

3.3.1 The questionnaire also contained closed questions, where respondents choose their preference between multiple choices. These provide quantitative data where the preferences of respondents can easily be compared.

3.3.2 Full tables showing the results of the demographic closed questions can be found in Appendix 8 (Document Reference 5.01.08).

3.4 Other written responses

3.4.1 Emails, questionnaires, or written responses received from stakeholder groups or organisations were reviewed for content and key themes identified. These are presented in Section 6 of this report. Any personal details have been redacted.

3.4.2 The Applicant's responses to themes and matters raised within individual written responses can be found in Appendix 10 (Document Reference 5.01.10).

3.5 Postcode analysis

3.5.1 Postcode data (where provided) has been used to understand and appreciate the views of those who are most likely to be impacted by the proposals. This analysis has been carried out where more than 15 respondents responded to each relevant question, as caution should be used when interpreting data from small sample sizes to avoid drawing erroneous conclusions.

4 About the respondents

4.1 Respondent profile

4.1.1 Norfolk County Council received 1,270 responses to the online questionnaire. A further 176 paper copy responses were received, which were transcribed into the online questionnaire, giving a total of 1,446.

4.1.2 A total of 782 responses by letter or email were received from individuals. Out of 782 written responses, 602 of these responses appeared to have used a template to form the basis of their response, based on recurring text. Table 4-1 below shows the type of responses received during the consultation. All email responses from individuals have been coded and included with the analyses for Question 26.

4.1.3 A total of 94 organisational responses were received from representatives of 84 organisations, with some organisations providing more than one response. These were often submitted via email and email attachments. Responses from organisations are described in Section 6.

Table 4-1 Number of responses received

Type of responses	Number	Section that result is described in
Online questionnaire (from individuals)	1,270	Section 5
Hard copies of the questionnaire (from individuals)	176	Section 5
Written responses by letter or by email from individuals	782	Section 5
Responses from organisations, groups, or elected officials including questionnaires, letters and emails.	94	Section 6



Type of responses	Number	Section that result is described in
Total Responses received	2,322	All sections listed above

4.1.4 A further 75 emails were received predominantly enquiries from members of the public that were identified as requests for additional support in using the questionnaire, alerts to technical issues, or requests for printed materials and therefore have not been coded or included within the total number of responses above.

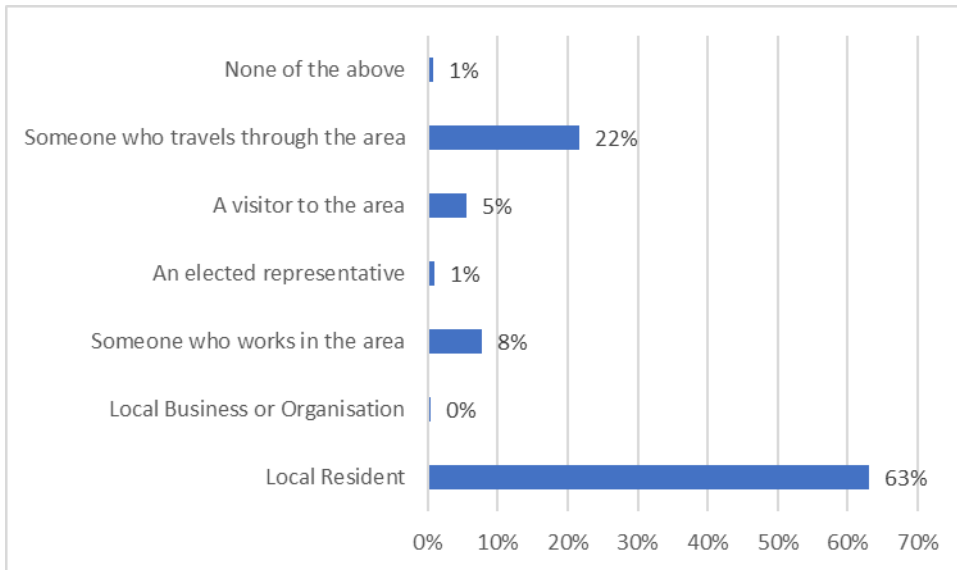
4.2 Demographic data results

4.2.1 Questionnaire respondents were asked to complete a series of optional demographic related questions (see Appendix 8 Document Reference 5.01.08). Percentages are rounded to the nearest whole number, and as such totals may not equal 100.

4.2.2 Question 1 asked respondents to indicate their interest in the pre-application consultation proposals. A total of 1,446 respondents chose to answer and were able to select more than one response. The 1,446 respondents provided a total of 1,793 answers. These responses are provided in Figure 4-1.



Figure 4-1 Interest in the pre-application consultation proposals



Base: all responses (n:1,793)

4.2.3 The largest group of respondents described themselves as a local resident, with 63% (1,130 of 1,793) of responses. 22% (389 of 1,793) reported that they travel through the area.

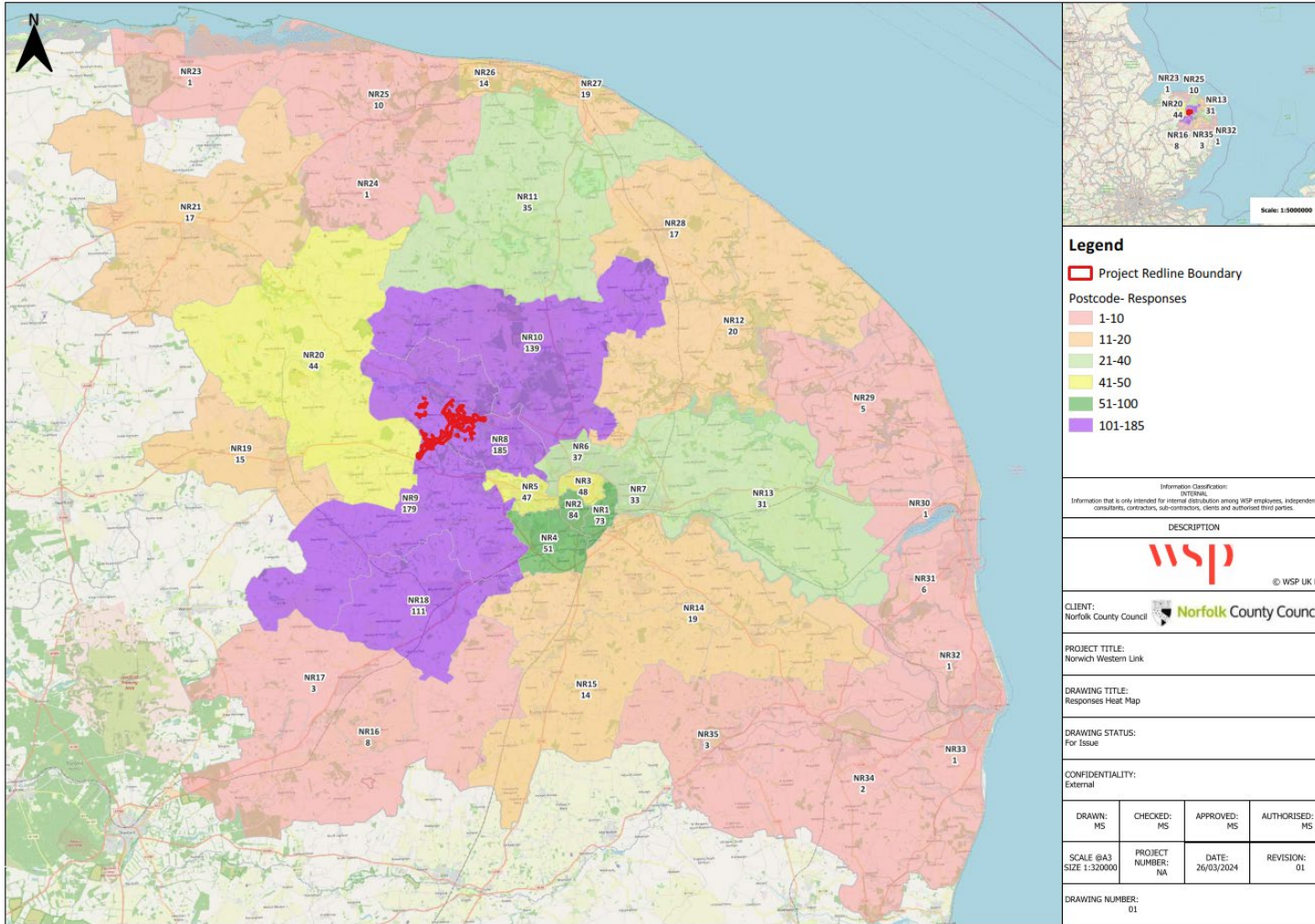
Distribution of responses

4.2.4 Respondents were asked to provide their postcode, and 1,393 respondents provided at least a partial postcode.

4.2.5 Figure 4-2 illustrates the indicative number of responses received from postcode areas in the Norfolk area, which have been colour-coded to show where most common postcodes were located (purple).



Figure 4-2 Map showing indicative postcode response areas, with the most frequent postcodes in purple





4.2.6 1,338 respondents provided postcode data complete enough to identify the postcode district, as shown in Table 4-2. The largest numbers of respondents were from the NR8, NR9 and NR10 postcode districts (n: 185, 179 and 139 respectively) which cover the area closest to the pre-application consultation proposals.

Table 4-2 Number of responses by postcode district

Postcode District	Post Town	Coverage	Number of respondents
NR1	Norwich	Thorpe Hamlet, Lakenham, (parts of) City Centre, areas close to Thorpe Road Mail Centre	73
NR2	Norwich	Parts of Eaton, parts of Earlham, western and south-western parts of Norwich and parts of the city centre	84
NR3	Norwich	North part of Norwich, within the ring-road: Mile Cross, New Catton	48
NR4	Norwich	Suburbs and villages West and South West of Norwich: Eaton, Tuckswood, Cringleford, Colney, Keswick	51
NR5	Norwich	West and North West suburbs of Norwich: Bowthorpe, Costessey, Earlham	47
NR6	Norwich	North and North West suburbs of Norwich: Old Catton, Hellesdon	37
NR7	Norwich	East and South East suburbs of Norwich: Sprowston, Thorpe St. Andrew, Heartsease	33
NR8	Norwich	Suburbs and villages North West of Norwich: Drayton, Taverham, Ringland	185
NR9	Norwich	Villages West and North West of Norwich: Barford, Bawburgh, Hethersett, Honingham, Lenwade, Little Melton, Lyng, Marlingford and Colton, Weston Longville	179



Postcode District	Post Town	Coverage	Number of respondents
NR10	Norwich	Villages and towns North and North West of Norwich: Pettywell, Reepham, Hevingham, Stratton Strawless, Horsham St Faith	139
NR11	Norwich	Alby with Thwaite, Aldborough, Aylmerton, Aylsham, Banningham, Blickling, East Beckham, Little Barningham, Hanworth, North Barningham, Roughton, Felbrigg, Gimingham, Ingworth, Matlask, Mundesley, Southrepps, Wickmere	35
NR12	Norwich	Bacton, Brumstead, Coltishall, East Ruston, Hickling, Ingham, Lessingham, Sloley, Stalham, Tunstead, Wroxham	20
NR13	Norwich	Towns and villages East of Norwich: Acle, Brundall, Reedham, Rackheath, Salhouse	31
NR14	Norwich	Suburbs and villages South East of Norwich: Loddon, Poringland, Trowse, Haddiscoe	19
NR15	Norwich	Long Stratton	14
NR16	Norwich	Banham, Larling, New Buckenham	8
NR17	Attleborough	Little & Great Ellingham, Old Buckenham	3
NR18	Wymondham	Wymondham	111
NR19	Dereham	Dereham	15
NR20	Dereham	Villages North and East of Dereham: Bawdeswell, Bylaugh, Elsing, Foxley, Foulsham, Gressenhall, Guestwick, Hockering, Mattishall, Whissonsett, Nethergate, North Elmham, Swanton Morley, Themelthorpe	44



Postcode District	Post Town	Coverage	Number of respondents
NR21	Fakenham	Barsham, Binham, Fakenham, Fulmodeston, South Raynham, East Raynham, West Raynham, Hempton, Helhoughton, Hindringham, Gunthorpe, Tatterford, Toftrees	17
NR23	Wells-next-the-Sea	Quarles, Warham, Wells-next-the-Sea, Wighton	1
NR24	Melton Constable	Stody, Briston, Briningham, Brinton, Edgefield, Sharrington, Melton Constable, Plumstead, Swanton Novers	1
NR25	Holt	Kelling, Baconsthorpe, Blakeney, Bodham, Cley next the Sea, Edgfield, Hempstead, High Kelling, Hunworth Langham, Letheringsett, Glandford, Weybourne, West Beckham, Salthouse	10
NR26	Sheringham	Beeston Regis, Upper Sheringham	14
NR27	Cromer	Cromer, East Runton, West Runton, Frogshall, Trimingham, Northrepps, Overstrand	19
NR28	North Walsham	Antingham, Crostwight, Honing, Knapton, Trunch, Paston, Ridlington	17
NR29	Great Yarmouth	Catfield, Hemsby, Rollesby	5
NR30	Great Yarmouth	Catfield, Hemsby, Rollesby	1
NR31	Great Yarmouth	Gorleston-on-Sea, Bradwell	6
NR32	Lowestoft	North Lowestoft	1
NR33	Lowestoft	South Lowestoft	1
NR34	Beccles	Beccles, Worlingham, Gillingham, Stockton	2
NR35	Bungay	Bungay, Topcroft, Flixton	3



Postcode District	Post Town	Coverage	Number of respondents
PE14	Wisbech	Wisbech (outskirts), Elm, Emneth, Emneth Hungate, Marshland St. James, Outwell, Terrington St. John, Tipps End, Upwell, Walpole Highway, Walpole St Peter, Walpole St Andrew, Walsoken, Welney, West Walton	1
PE30	King's Lynn	King's Lynn, North Wootton, South Wootton	3
PE31	King's Lynn	Brancaster, Burnham Thorpe, Heacham, Snettisham, Wolferton, Burnham Market	4
PE32	King's Lynn	East Lexham, East Winch, Leziate, Middleton, Mileham, Narborough	11
PE34	King's Lynn	Clenchwarton, Islington, Stow Bardolph, Terrington St Clement, Tilney All Saints, Tilney St. Lawrence, Walpole Cross Keys, West Lynn, Wimbotsham	2
PE36	Hunstanton	Hunstanton, Holme, Ringstead, Sedgeford, Thornham	1
PE37	Swaffham	Swaffham, Beachamwell, Cockley Cley, Necton, North Pickenham, South Pickenham	1
PE38	Downham Market	Downham Market, Salters Lode	3
BA15	Bradford-on-Avon	Bradford-on-Avon, Winsley, Westwood, Monkton Farleigh, South Wraxall	1
BN18	Arundel	Arundel, Amberley, Binsted, Burpham, Crossbush, Fontwell, Ford, Houghton, Madehurst, Poling, Slindon, Slindon Common, South Stoke, Tortington, Walberton, Warningcamp, Wepham, Yapton	1
BS6	Bristol	Cotham, Redland, Montpelier, Westbury Park, St. Andrew's	1



Postcode District	Post Town	Coverage	Number of respondents
CA10	Penrith	Penrith (Carleton Hall area), Shap, Tebay, Kirkby Thore, Langwathby, Lazonby, Pooley Bridge	1
CB8	Newmarket	Ashley, Brinkley, Burrough End, Burrough Green, Carlton, Cheveley, Clopton Green, Cowlinge, Dalham, Denston, Ditton Green, Dullingham, Dunstall Green, Exning, Gazeley, Great Bradley, Kennett, Kentford, Kirtling, Kirtling Green, Lady's Green, Landwade, Lidgate, Moulton, Newmarket, Ousden, Saxon Street, Six Mile Bottom, Snailwell, Stetchworth, Stradishall, Thorns, Upend, Westley Waterless, Wickhambrook, Woodditton	1
CO6	Colchester	Coggeshall, Earls Colne, Marks Tey, Great Tey, Chappel, White Colne, Wakes Colne, Copford, West Bergholt, Great Horkelesley, Wormingford, Nayland, Stoke-by-Nayland, Polstead	1
CO9	Halstead	Halstead	1
EH39	North Berwick	North Berwick	1
GU34	Alton	Alton, Beech, Bentworth, Medstead, Four Marks, Golden Pot, Lasham	1
IP20	Harleston	Mendham, Withersdale Street, Metfield, Wortwell, Redenhall	1
IP22	Diss	Diss, Winfarthing, Burston, Roydon, Garboldisham, Botesdale	4
IP25	Thetford	Watton, Saham Toney	7
L21	Liverpool	Ford, Litherland, Seaforth	1



Postcode District	Post Town	Coverage	Number of respondents
LA2	Lancaster	Lancaster, Abbeystead, Aldcliffe, Aughton, Austwick, Bailrigg, Bay Horse, Caton, Clapham, Cockerham, Dolphinhholme, Ellel, Farleton, Galgate, Glasson Dock, Halton, Hest Bank, High Bentham, Hornby, Quernmore, Tatham, Wharfe	1
LE3	Leicester	Braunstone, Glenfield, New Parks, Groby Road (A50), Leicester Forest East, Westcotes	1
LE5	Leicester	Hamilton, Thurnby Lodge, Evington	1
LS8	Leeds	Fearnville, Gipton, Gledhow, Harehills, Oakwood, Roundhay, Moortown	1
NG24	Newark	Newark-on-Trent, Balderton	1
PH21	Kingussie	Kingussie, Insh, KinCraig	1
RM16	Grays	Chafford Hundred, Chadwell St Mary, North Stifford, Orsett	1
S33	Hope Valley	Bamford, Bradwell, Castleton, Edale, Hope, Yorkshire Bridge, Barber Booth, Aston, Thornhill	1
SG9	Buntingford	Buntingford, Cottered, Great Hormead, Furneux, Pelham, Brent Pelham, Stocking Pelham, Hare Street, Anstey, Westmill, Wyddial, Buckland, Aspenden, Chipping, Sandon, Rushden, Throcking, Meesden, Little Hormead	1
SK10	Macclesfield	Macclesfield (north), Bollington, Pott Shrigley, Prestbury, Rainow	1
SO53	Eastleigh	Chandler's Ford	1
SS9	Leigh-on-Sea	Eastwood, Leigh-on-Sea	1



Postcode District	Post Town	Coverage	Number of respondents
WA3	Warrington	Lowton, Golborne, Birchwood, Rixton with Glazebrook, Culcheth, Astley (part), Lately Common (part)	1
SE6	London	Catdord district: Catford, Bellingham, Hither Green (part), Rushey Green	1
SW16	London	Streatham district: Streatham, Streatham Common, Norbury, Streatham Park, Furzedown, Streatham Vale, Mitcham Common, Pollards Hill, Eastfields, West Norwood (part)	1
W8	London	Kensington district: Kensington, Holland Park (part)	1

Responses from Organisations

4.2.7 A total of 94 consultation responses were received from representatives providing official responses on behalf of the following organisations:

- A.C.Emmerson Ltd
- Adept IT Solutions
- Attlebridge Parish Council
- Barford and Wrampingham Parish Council
- Barnham Broom Hotel
- Barnham Broom Speed Safety Working Group and Residential Lobbying Team
- BBA Digital Media
- Bracken Brae Garage
- Bradfield & Associates
- Brandon Parva, Coston, Runhall and Welborne Parish Council



- Breckland District Council
- Broadland District Council
- British Dragonfly Society
- Buglife
- C&B Recruitment Ltd
- Campaign for the Protection of Rural England Norfolk
- Centre Paws Norfolk
- Climate Emergency Planning and Policy
- Community Planning Alliance
- Councillor Dan Roper
- Councillor Judy Leggett
- Diss Town Council
- Drayton Parish Council
- Earthglade Ltd
- East Tuddenham Parish Council
- Easton Estates
- Ebony Holdings Ltd
- Environment Agency
- Felthorpe Parish Council
- Friends of the Tud Valley
- Galley Beggar Press
- Green Farm Holidays



- Heaton Vences Limited
- Hellesdon Parish Council
- Hevingham Parish Council
- Honingham Parish Council
- Honingham Thorpe Farm
- Horsford Parish Council
- ICT Coaches Ltd
- J D Services Norfolk Ltd
- Jerome Mayhew MP
- K Gray Property Maintenance
- Kimberley and Carleton Forehoe Parish Council
- Kimberley Hall Events & Weddings
- Little Melton Property Services
- Marine Power Ltd
- Medler Turf Limited
- Metal Therapy
- Morton on the Hill Parish Meeting
- Natural England
- Norfolk and Norwich Bat Group (Norfolk Barbastelle Study Group)
- Norfolk County Council, Green Group
- Norfolk Local Access Forum
- Norfolk Wildlife Trust



- Norwich City Council
- Norwich City Council, Green Party Group
- Norwich Cycling Campaign
- Norwich Friends of the Earth
- Options Glazing Ltd
- Portkey Equine Transport
- Ringland Parish Council
- Silfield Ltd
- Stop the Wensum Link
- Store Galore (Barnham Broom) Ltd
- Stratton Strawless Parish Council
- Support in Hand Home Support Services Ltd
- Swannington with Alderford & Lt.Witchingham Parish Council
- Taverham County Councillor
- The Bell Inn
- The Farm Cafe & Wymondham Alpacas
- The Sporting Car Club of Norfolk
- The UK Waltons Ltd
- Thorpe St Andrew Town Council
- Transport Action Network
- Turn the Tides EA Ltd
- Visit Breckland



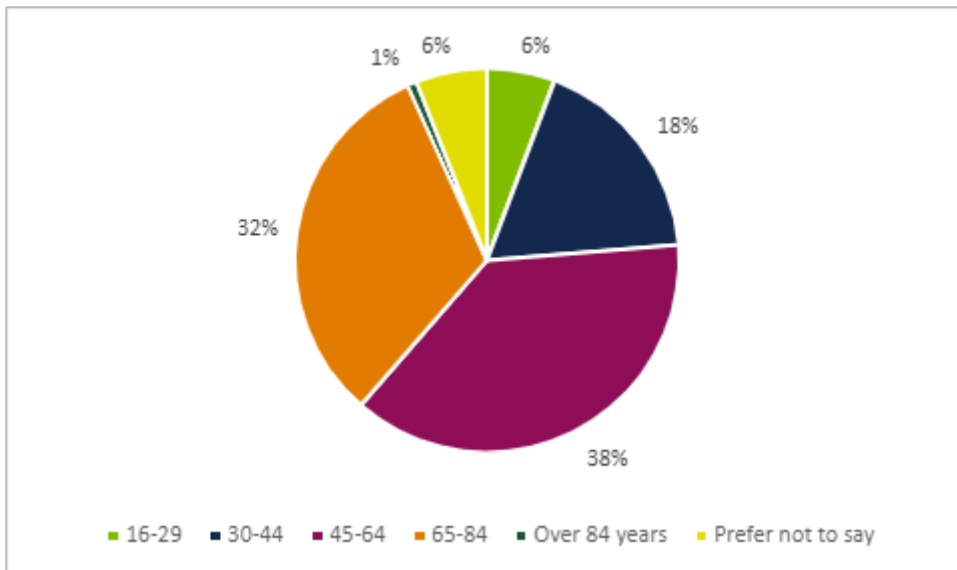
- Wagdale Ltd
- Wensum Valley Alliance
- Wensum Valley Hotel Golf & Country Club
- Wensum Woodlanders Association
- Weston Longville Parish Council
- Weybourne Parish Council
- Woodland Trust
- Wymondham Town Council

Age range

- 4.2.8 Question 28 of the consultation questionnaire asked respondents to indicate their age range and 1,399 respondents gave an answer. As shown in Figure 4-3 over two-thirds of respondents (71%) were 45 or older, with 33% being 65 or older.
- 4.2.9 According to 2021 Census data (the most recently available) the proportion of the population over the age of 45 in Norfolk is 51%, with those over 65 making up 24% of the population in the area. Younger age groups would therefore seem to be underrepresented in those who chose to complete the questionnaire.
- 4.2.10 Future consultations in the area should consider using strategies such as school focus groups to encourage younger age groups to participate to ensure a more representative demographic for feedback.



Figure 4-3 Age range of respondents



Base: all those who gave a response: (N: 1,399)

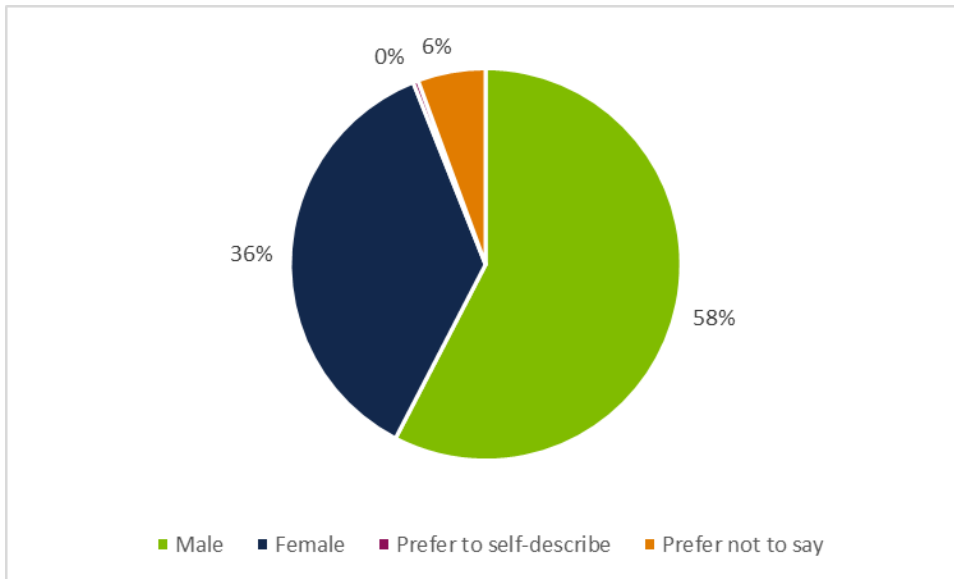
Gender

4.2.11 Question 27 asked about the respondent's gender. A total of 1,403 respondents gave an answer. Of these, 58% (808 of 1,403) identified as male, 36% (511 of 1,403) identified as female, 6 of 1,403 (less than 1%) preferred to self-describe and 6% (78 of 1,403) preferred not to say, as shown in Figure 4-4.

4.2.12 According to 2021 Census data (the most recently available) the population by gender in Norfolk is 49% male and 51% female. This means that women are slightly underrepresented within the consultation responses.



Figure 4-4 Gender of respondents



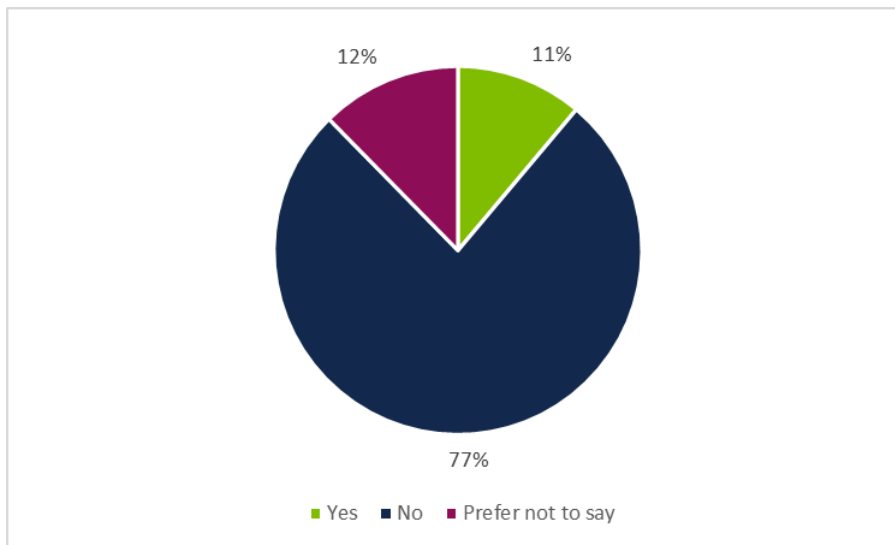
Base: all those who gave a response (N: 1,403)

Long term physical health

4.2.13 Question 29 asked if respondents had a long-term illness, disability or health problem that limited the daily activities or work that they could do.

4.2.14 A total of 1,388 respondents chose to answer this question, with 77% of respondents (1,064 of 1,388) advising that they did not have a disability which limits their daily activities. 12% (171 of 1,388) preferred not to say, and 11% (153 of 1,388) advised that they have a long-term illness, disability or health issue, as shown in Figure 4-5.

Figure 4-5 Self-described disability among respondents



Base: all those who gave a response (N: 1,388)

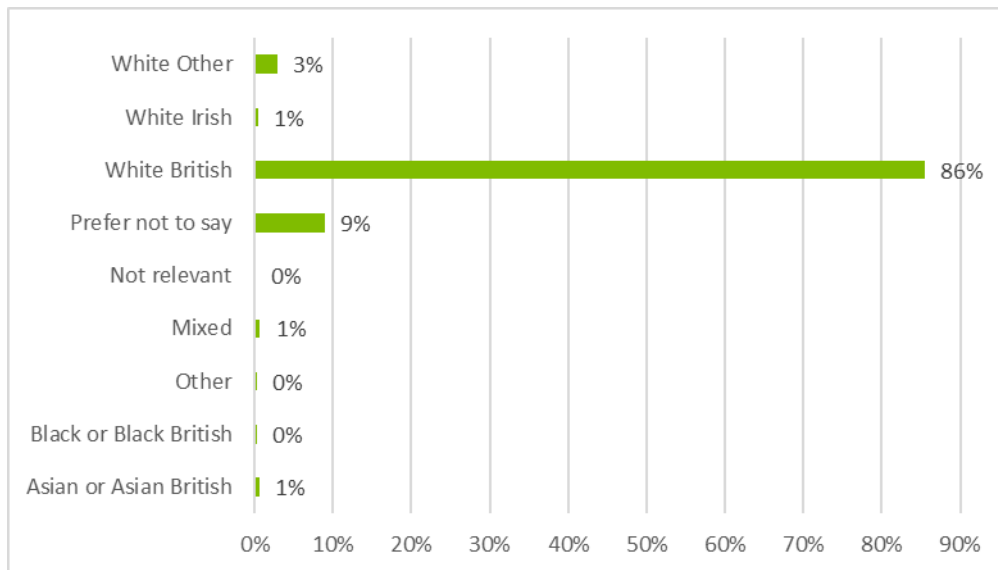
Ethnic background

4.2.15 Question 30 asked respondents to choose an option that best described their ethnic background.

4.2.16 The majority of respondents described their ethnicity as White British (86%, or 1187 of 1388 responses), as shown in Figure 4-6. A further 3% (40 of 1,388) identified as 'White, Other', and 9% (125 of 1,388) preferred not to say. Other ethnicities represented within the questionnaire were Asian or Asian British (8 of 1,388, 1%); White Irish (7 of 1,388, less than 1%); Mixed (10 of 1,388, 1%); Black or Black British (4 of 1,388, less than 1%) less than 1% selected other (4 of 1,388) and less than 1% selected not relevant (3 of 1,388).



Figure 4-6 Self-described ethnicity of respondents



Base: all those who gave a response (N: 1,388)



5 Individual views on the proposals

5.1 Overview

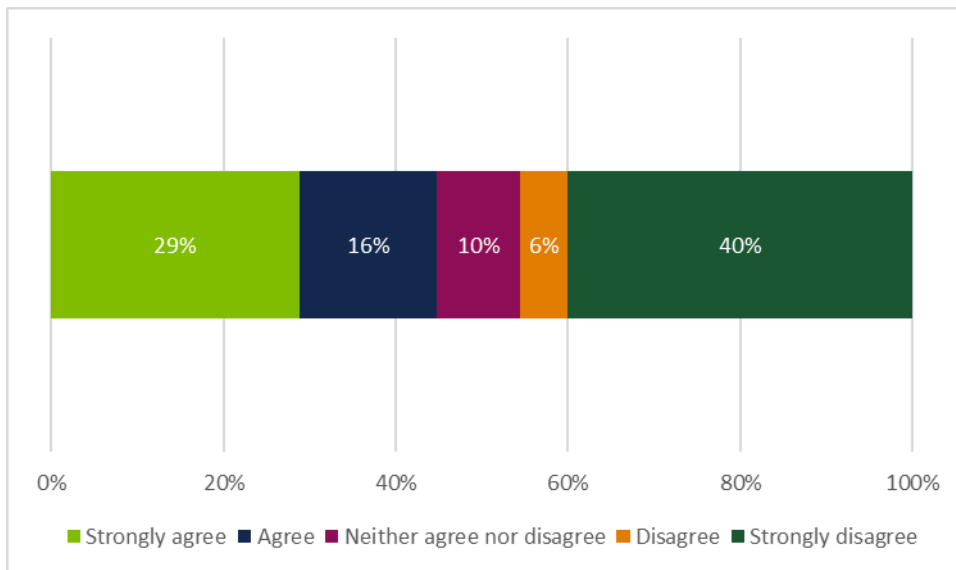
- 5.1.1 The consultation questionnaire (see Appendix 2 Document Reference 5.01.02) asked a series of questions to ascertain respondents' views on the proposals put forward as part of the pre-application consultation. All responses to these questions have been analysed quantitatively or qualitatively, with the results presented in this section. The section follows the order in which the questions were presented in the questionnaire. Percentages have been rounded to the nearest whole number and, as such, the totals may not equal 100.
- 5.1.2 Responses to free text questions have been coded, as per the process described in Section 3, to identify recurring themes amongst the comments. The most frequently recurring themes are presented in tables within this section, while full frequency tables are included in Appendix 9 (Document Reference 5.01.09).
- 5.1.3 Responses received as emails and letters have also been coded as per the process described in Section 3, to identify recurring themes. These are included in the analysis for Question 26.
- 5.1.4 Appendix 10 (Document Reference 5.01.10) shows the consideration given to the matters and themes raised by individuals during the pre-application consultation by the Applicant.

5.2 Local access proposals

- 5.2.1 Question 4 asked 'To what extent do you agree or disagree with the proposals for local access around the route?' The results can be seen in Figure 5-1.



Figure 5-1 Extent of agreement with proposals for local access



Base: all those who provided a response (N: 1,391)

5.2.2 A total of 45% of respondents (623 of 1,391 responses) stated that they either agreed or strongly agreed with the proposals for local access around the pre-application consultation proposals. A similar number of respondents (634 of 1,391 responses, 46%) stated that they disagreed or strongly disagreed with the proposals for local access around the route. The remaining 134 responses (10%) stated that they neither agreed nor disagreed with the proposals. The mostly commonly chosen option was 'strongly disagree' from 557 of 1,391 responses, which comprised 40% of the total number of responses.

5.2.3 Question 5 asked respondents if they had any comments about the proposals for local access. Respondents were able to provide their answer in a free text box. Some respondents took the opportunity to express their views in general, rather than relating to the local access proposals. Full coding tables can be found in Appendix 9 (Document Reference 5.01.09).

5.2.4 Several key themes emerged from the responses to this question. Among responses expressing either positive, neutral, or negative sentiment, the biggest area of concern related to the overall need for the pre-application consultation proposals, and environmental impact of the pre-application consultation proposals. Cost was the next most frequent category of response



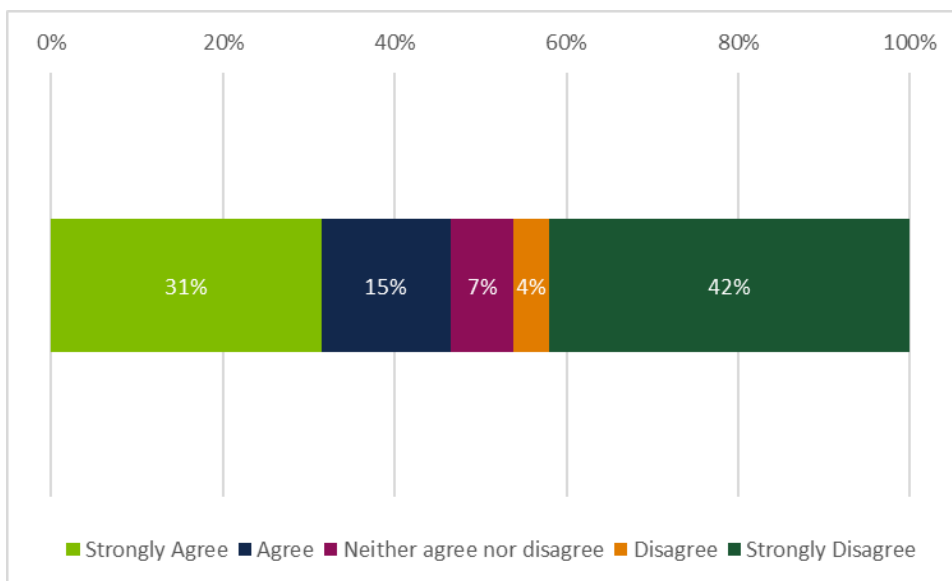
with respondents opposing the cost of the pre-application consultation proposals or stating that the money would be better spent elsewhere, followed by comments regarding the negative impact of the pre-application consultation proposals on wildlife and their habitats.

5.2.5 Within the same dataset, of those responses with a negative sentiment only, the suggestion that the pre-application consultation proposals are not needed was mentioned more frequently than any other, closely followed by the view that the pre-application consultation proposals would have a negative impact on the environment.

5.3 Northern section of the route

5.3.1 Question 6 asked 'To what extent do you agree or disagree with the proposals for the northern section of the route?' The results can be seen in Figure 5-2.

Figure 5-2 Level of support for proposals for northern section



Base: all those who provided a response (N:1,383)

5.3.2 A total of 46% of respondents (638 of 1,383 responses) stated that they either agreed or strongly agreed with the proposals for the northern section of the route. A total of 46% of respondents (644 of 1,383 responses) stated that they disagreed or strongly disagreed, and the remaining 101 responses (7%) stated that they neither agreed nor disagreed with the proposals for the



northern section of the route. The mostly commonly chosen option was 'strongly disagree' from 587 of 1,383 responses, which comprised 42% of the total number of responses.

5.3.3 Question 7 asked respondents if they had any comments about the proposals for the northern section of the route. Respondents were able to provide their answer in a free text box. Some respondents took the opportunity to express their views in general, rather than specifically regarding the northern section of the route. Full coding tables can be found in Appendix 9 (Document Reference 5.01.09).

5.3.4 Respondents expressed concerns about the negative impact of the pre-application consultation proposals on the environment, wildlife, and wildlife habitats during construction and during operation. Comments about the mitigation measures being inadequate and a fear that air quality and air pollution would be negatively impacted by the pre-application consultation proposals were also received. Other comments queried the need for the pre-application consultation proposals, or whether the money would be better spent elsewhere.

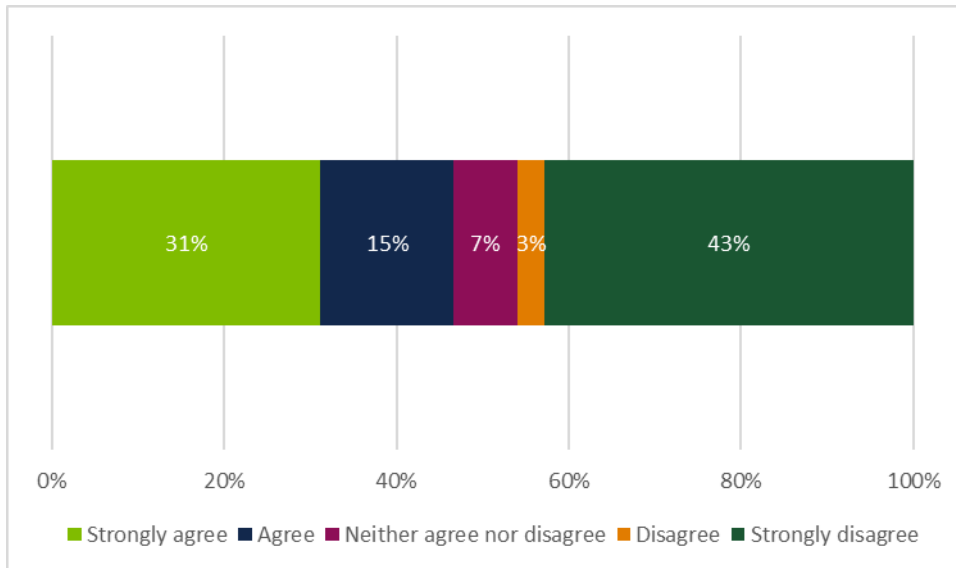
5.3.5 Some respondents took the opportunity to express their views about the design of the pre-application consultation proposals. Comments supporting the pre-application consultation proposals were also received.

5.4 The viaduct and water environment

5.4.1 Question 8 asked 'To what extent do you agree or disagree with the proposals for the viaduct?'. The results can be seen in Figure 5-3.



Figure 5-3 Level of support for proposals for the viaduct



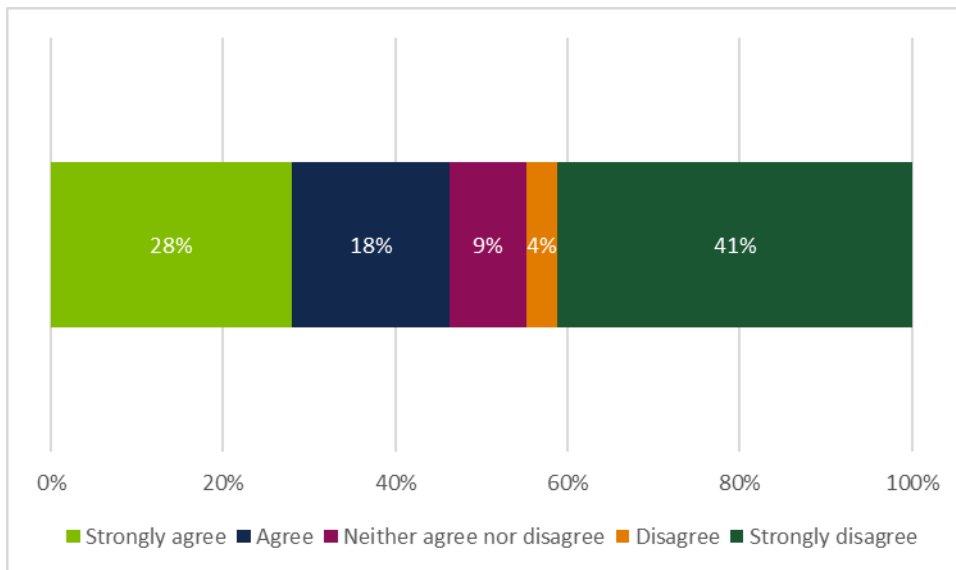
Base: all those who provided a response: (N: 1,389)

5.4.2 A total of 46% of respondents (648 of 1,389 responses) stated that they either agreed or strongly agreed with the proposals for the viaduct. A total of 46% of respondents (638 of 1,389 responses) stated that they disagreed or strongly disagreed with the proposals for the viaduct. The remaining 103 responses (7%) stated that they neither agreed nor disagreed with the proposals. The most commonly chosen option was 'strongly disagree' from 594 of 1,389 responses, which comprised 43% of the total number of responses.

5.4.3 Question 9 asked 'To what extent do you agree or disagree with the proposals for the water environment?'. The results can be seen in Figure 5-4.



Figure 5-4 Level of support for proposals for the water environment



Base: all those who provided a response (N: 1,368)

5.4.4 A total of 46% of respondents (634 of 1,368 responses) stated that they either agreed or strongly agreed with the proposals for the water environment. A total of 45% of respondents (613 of 1,368 responses) stated that they disagreed or strongly disagreed with the proposals for the water environment. The remaining 121 responses (9%) stated that they neither agreed nor disagreed with the proposals. The mostly commonly chosen option was 'strongly disagree' from 563 of 1,368 responses, which comprised 41% of the total number of responses.

5.4.5 Question 10 asked respondents if they had any comments about the proposals regarding the viaduct or the water environment. Respondents were able to provide their answer in a free text box and some respondents took the opportunity to express their views in general, rather than specifically relating to the viaduct or water environment. Full coding tables can be found in Appendix 9 (Document Reference 5.01.09).

5.4.6 General responses included comments expressing the view that the pre-application consultation proposals will have a negative impact on the environment, wildlife, or wildlife habitats.



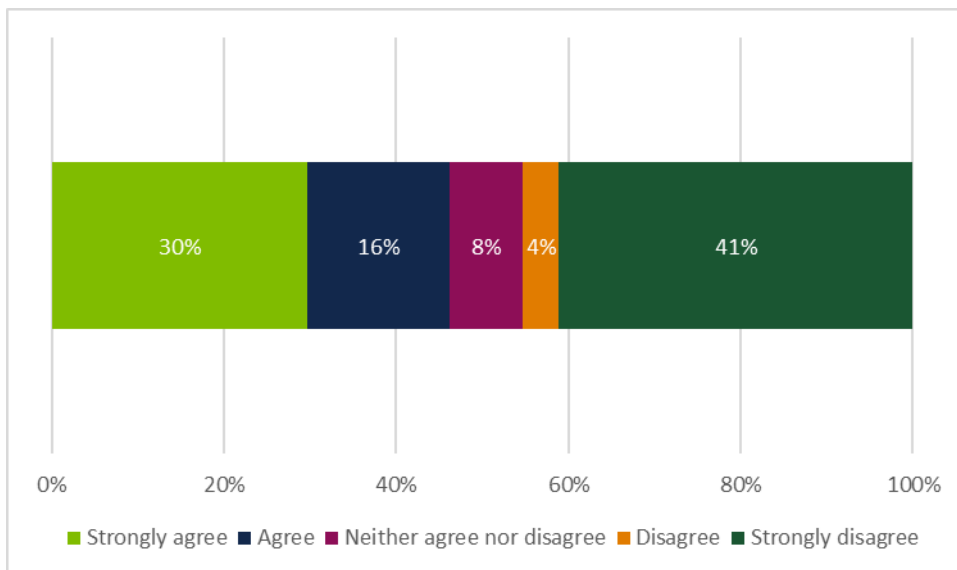
5.4.7 Comments relating to the viaduct included concerns relating to the design of the viaduct or the visual impact of the viaduct in the landscape. Some respondents commented on the viaduct’s environmental barrier and suggested changes to the design. Comments supporting the viaduct design and proposals for the water environment were also received.

5.4.8 Concern was expressed by some respondents about the impact of the viaduct and drainage system on the River Wensum Site of Special Scientific Interest (SSSI) / Special Area of Conservation (SAC) and chalk stream.

5.5 Central section of the route

5.5.1 Question 11 asked ‘To what extent do you agree or disagree with the proposals for the central section of the route?’ The results can be seen in Figure 5-5.

Figure 5-5 Level of support for proposals for the central section



Base: all those who provided a response (N: 1,382)



5.5.2 A total of 46% of respondents (639 of 1,382 responses) stated that they either agreed or strongly agreed with the proposals for the central section of the route. A total of 45% of respondents (626 of 1,382 responses) stated that they disagreed or strongly disagreed with the proposals for the central section of the route. The remaining 117 responses (8%) stated that they neither agreed nor disagreed with the proposals. The mostly commonly chosen option was 'strongly disagree' from 568 of 1,382 responses, which comprised 41% of the total number of responses.

5.5.3 Question 12 asked respondents if they had any comments about the proposals for the central section of the route. Respondents were able to provide their answer in a free text box and some took the opportunity to express their views in general, rather than specifically relating to the central section proposals. Full coding tables can be found in Appendix 9 (Document Reference 5.01.09).

5.5.4 Responses included comments expressing the view that the pre-application consultation proposals will have a negative impact on the environment, wildlife, or wildlife habitats. Other comments questioned the need for the pre-application consultation proposals, or expressed the view that the budget for the pre-application consultation proposals should be spent elsewhere.

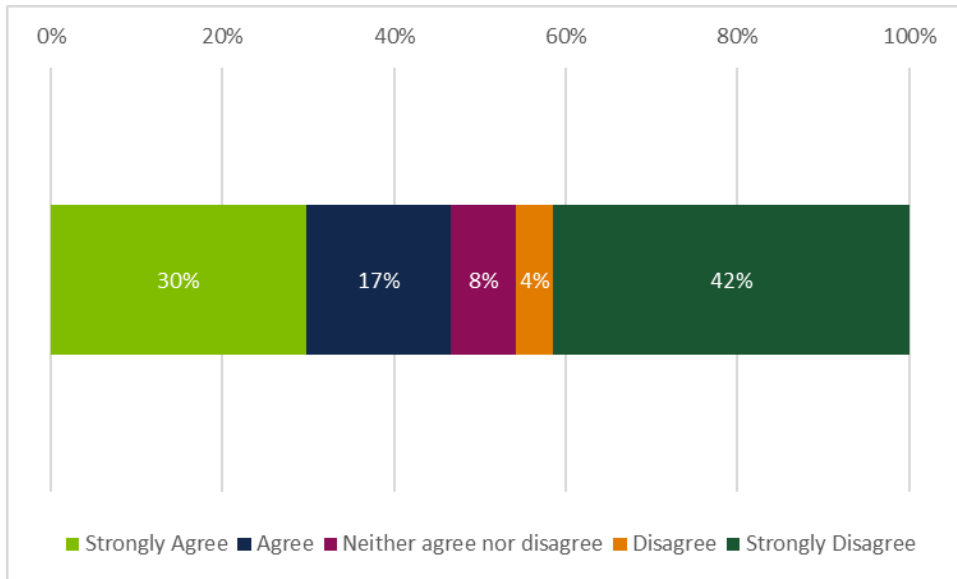
5.5.5 Some respondents thought that the environmental mitigation proposals were not sufficient to offset the impact of the pre-application consultation proposals, while others suggested changes to the design of the pre-application consultation proposals. Concerns about the need for increased active travel provision were also expressed.

5.6 Southern section of the route and drainage

5.6.1 Question 13 asked respondents 'To what extent do you agree or disagree with the proposals for the southern section of the route?' The results can be seen in Figure 5-6.



Figure 5-6 Level of support for proposals for the southern section

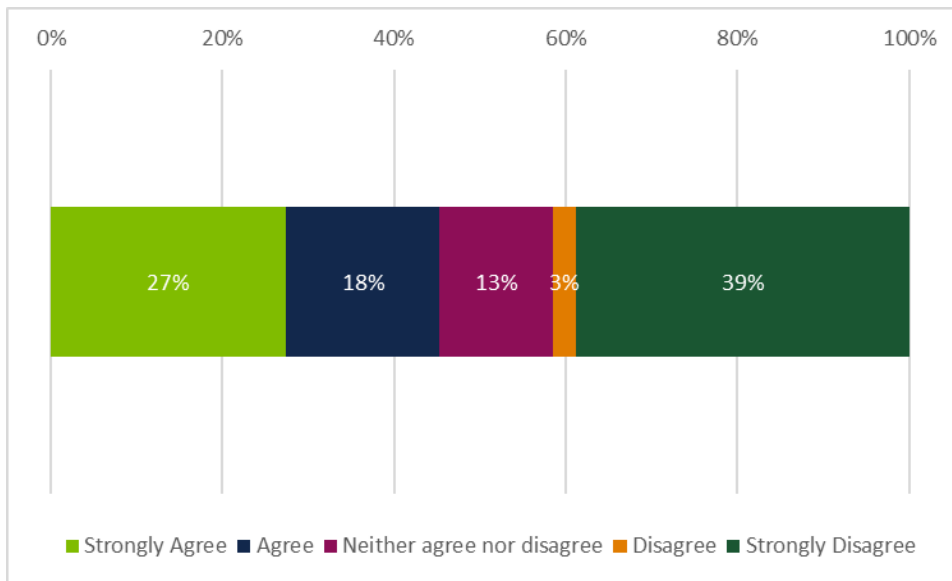


Base: all those who provided a response (N: 1,379)

5.6.2 A total of 47% of respondents (638 of 1,379 responses) stated that they either agreed or strongly agreed with the proposals for the southern section of the route. A total of 46% of respondents (637 of 1,379 responses) stated that they disagreed or strongly disagreed with the proposals for the southern section of the route. The remaining 104 responses (8%) stated that they neither agreed nor disagreed with the proposals. The mostly commonly chosen option was 'strongly disagree' from 577 of 1,379 responses, which comprised 42% of the total number of responses.

5.6.3 Question 14 asked respondents 'To what extent do you agree or disagree with the proposals for the drainage along the route?' The results can be seen in Figure 5-7.

Figure 5-7 Level of support for proposals for drainage



Base: all those who provided a response (N: 1,363)

5.6.4 A total of 45% of respondents (614 of 1,363 responses) stated that they either agreed or strongly agreed with the proposals for drainage along the route. A total of 42% of respondents (572 of 1,363 responses) stated that they disagreed or strongly disagreed with the proposals for drainage along the route. The remaining 177 responses (13%) stated that they neither agreed nor disagreed with the proposals. The mostly commonly chosen option was 'strongly disagree' from 533 of 1,363 responses, which comprised 39% of the total number of responses.

5.6.5 Question 15 asked respondents if they had any comments about the proposals for the southern section of the route and/or the drainage design. Respondents were able to provide their answer in a free text box and some respondents took the opportunity to express their views in general, rather than specifically relating to the southern section proposals. Full coding tables can be found in Appendix 9 (Document Reference 5.01.09).



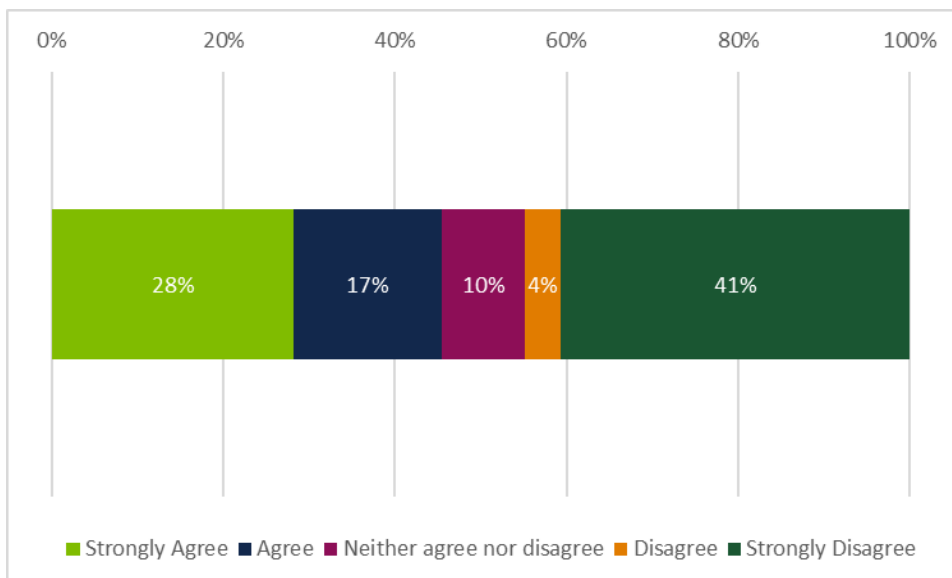
5.6.6 Responses included comments expressing the view that the pre-application consultation proposals will have a negative impact on the environment, wildlife, or wildlife habitats. Other comments questioned the need for the pre-application consultation proposals, or expressed the view that the budget for the pre-application consultation proposals should be spent elsewhere.

5.6.7 Respondents took the opportunity to express concerns about the proposals for the drainage system, the impact of the pre-application consultation proposals on the SSSI/SAC and chalk stream, and that the proposed mitigation measures are not sufficient. Comments suggesting design changes were also received.

5.7 Environmental considerations

5.7.1 Question 16 asked respondents ‘To what extent do you agree or disagree with the proposals for minimising the environmental impact?’ The results can be seen in Figure 5-8.

Figure 5-8 Level of support for proposals for minimising the impact on the environment



Base: all those who provided a response (N: 1,381)



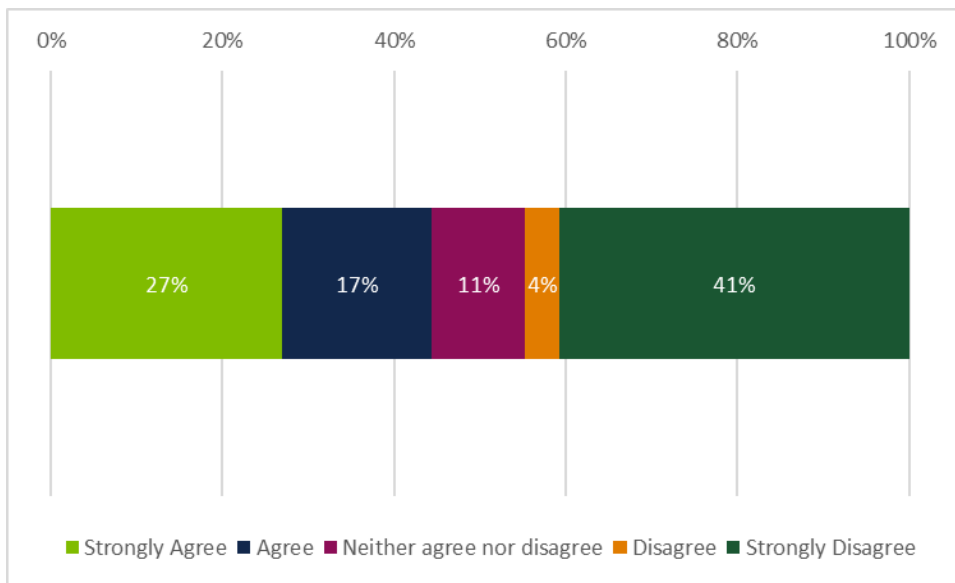
- 5.7.2 A total of 45% of respondents (622 of 1,381 responses) stated that they either agreed or strongly agreed with the proposals for minimising the environmental impact of the route. A total of 45% of respondents (625 of 1,381 responses) stated that they disagreed or strongly disagreed with the proposals for minimising the environmental impact of the route. The remaining 134 responses (10%) stated that they neither agreed nor disagreed with the proposals. The mostly commonly chosen option was 'strongly disagree' from 568 of 1,381 responses, which comprised 41% of the total number of responses.
- 5.7.3 Question 17 asked respondents if they had any comments about the proposals for minimising the environmental impact. Respondents were able to provide their answer in a free text box and some respondents took the opportunity to express their views in general, rather than specifically relating to the environmental mitigation proposals. Full coding tables can be found in Appendix 9 (Document Reference 5.01.09).
- 5.7.4 Responses included comments expressing the view that the pre-application consultation proposals will have a negative impact on the environment, wildlife, or wildlife habitats. Other comments questioned the need for the pre-application consultation proposals, expressed opposition to the pre-application consultation proposals, or expressed the view that the budget for the pre-application consultation proposals should be spent elsewhere. Supportive comments were also received, with some respondents expressing the view that the scheme supported the environment and local wildlife.
- 5.7.5 Some respondents expressed concern that the proposals for environmental mitigation did not go far enough or were not sufficient to mitigate for the impact of the pre-application consultation proposals, particularly in relation to the chalk stream and SSSI. Comments regarding the impact of the pre-application consultation proposals on air quality and the need to care for the green belt and new planting were also received.



5.8 Ecological mitigation and enhancement

5.8.1 Question 18 asked respondents ‘To what extent do you agree or disagree with the proposals for the ecological mitigations and enhancements?’ The results can be seen in Figure 5-9.

Figure 5-9 Level of support for proposals for the ecological mitigations and enhancements



Base: all those who provided a response (N: 1,371)

5.8.2 A total of 44% of respondents (603 of 1,371 responses) stated that they either agreed or strongly agreed with the proposals for ecological mitigations and enhancements. A total of 45% of respondents (619 of 1,371 responses) stated that they disagreed or strongly disagreed with the proposals for ecological mitigations and enhancements. The remaining 149 responses (11%) stated that they neither agreed nor disagreed with the proposals. The most commonly chosen option was ‘strongly disagree’ from 562 of 1,371 responses, which comprised 41% of the total number of responses.



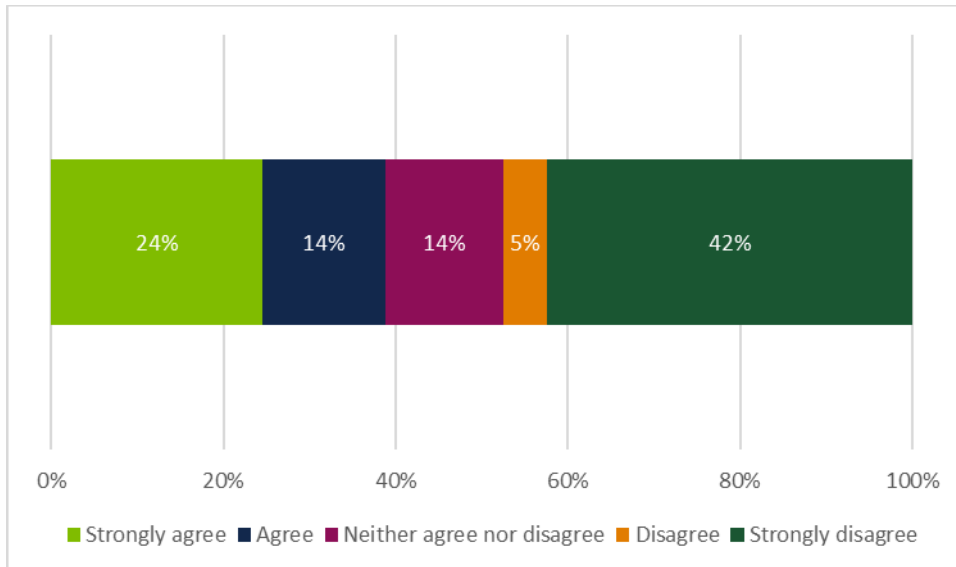
- 5.8.3 Question 19 asked respondents if they had any comments about the ecological mitigations and enhancements for the pre-application consultation proposals. Respondents were able to provide their answer in a free text box and some took the opportunity to express their views in general, rather than specifically relating to the ecological mitigation and enhancement proposals. Full coding tables can be found in Appendix 9 (Document Reference 5.01.09).
- 5.8.4 Responses included comments expressing the view that the pre-application consultation proposals will have a negative impact on the environment, wildlife, or wildlife habitats. Other comments questioned the need for the pre-application consultation proposals, expressed opposition to the pre-application consultation proposals, or expressed the view that the budget for the pre-application consultation proposals should be spent elsewhere. Supportive comments regarding the impact of the pre-application consultation proposals on the environment and wildlife were also received.
- 5.8.5 Concerns were expressed by some respondents that the mitigations were insufficient, particularly in regard to the chalk stream/SSSI. Care of any new landscaping was also a concern for some, with reference to ensuring maintenance is carried out. Some comments expressing opposition to the green bridges were also received.

5.9 Traffic mitigation – proposals to the south of the A47

- 5.9.1 Question 20 asked respondents 'To what extent do you agree or disagree with the proposals for the traffic mitigation to the south of the A47?' The results can be seen in Figure 5-10.



Figure 5-10 Level of support for proposals for traffic mitigation to the south of the A47



Base: all those who provided a response (N: 1,385)

5.9.2 A total of 38% of respondents (537 of 1,385 responses) stated that they either agreed or strongly agreed with the proposals for traffic mitigation to the south of the A47. A total of 47% of respondents (658 of 1,385 responses) stated that they disagreed or strongly disagreed with the proposals for traffic mitigation to the south of the A47. The remaining 190 responses (14%) stated that they neither agreed nor disagreed with the proposals. The most commonly chosen option was 'strongly disagree' from 588 of 1,385 responses, which comprised 42% of the total number of responses.

5.9.3 Postcode analyses of responses received from respondents who gave their postcode as NR9 and NR18 are shown in Table 5.1. NR9 and NR18 postcode districts cover the area most likely to be impacted by traffic mitigation proposals for south of the A47.

Table 5-1 Responses received to question 20 by respondents from postcodes NR9 and NR18

Responses received to question 20 from postcodes NR9 and NR18	Overall response from all respondents (number)	Overall response from all respondents (percentage)	Responses from those who gave a postcode from NR9 (number)	Responses from those who gave a postcode from NR9 (percentage)	Responses from those who gave a postcode from NR18 (number)	Responses from those who gave a postcode from NR18 (percentage)
Strongly Agree	339	24	38	21	31	29
Agree	198	14	25	14	17	13
Neither agree nor disagree	190	14	26	12	9	9
Disagree	70	5	14	8	15	14
Strongly disagree	588	42	81	45	42	35

Base: all respondents (n:1,385), NR9 and NR18 responses (n:184 and 114 respectively)

Note: n = number of responses



5.9.4 Question 21 asked respondents if they had any comments on the proposed traffic mitigation to the south of the A47. Respondents were able to provide their answer in a free text box and some took the opportunity to express their views in general, rather than specifically relating to the mitigation proposals. Full coding tables can be found in Appendix 9 (Document Reference 5.01.09).

5.9.5 Some respondents reiterated their opposition to the overall pre-application consultation proposals. Respondents also stated that more public transport is needed, that the traffic mitigation proposals will not alleviate current traffic issues or will make traffic worse.

5.9.6 Of comments referring to specific traffic mitigation proposals, some respondents commented on their opposition to the proposal to make Barham Broom Road/Low Road access only, as it would result in the loss of most direct routes. Others were concerned that making Barnham Broom/Low Road access only would displace traffic or lead to traffic increases or were opposed to the changes due to the impact on businesses and residents.

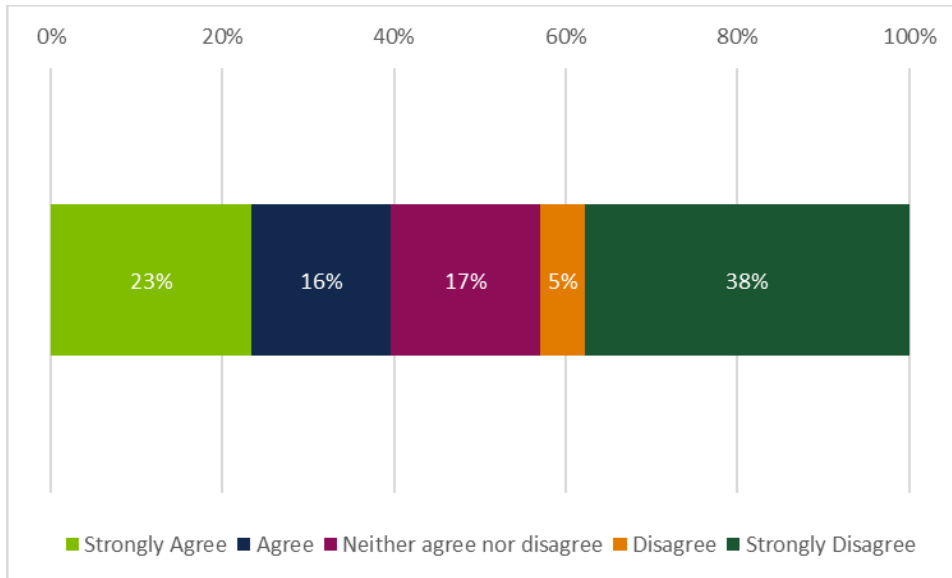
5.9.7 Some responses supported the proposed traffic mitigations.

5.10 Traffic mitigation – proposals to the north of the A1067

5.10.1 Question 22 asked respondents 'To what extent do you agree or disagree with the proposals for the traffic mitigation to the north of the A1067?' The results can be seen in Figure 5-11.



Figure 5-11 Level of support for proposals on traffic mitigation to the north of the A1067



Base: all those who provided a response (N: 1,365)

5.10.2 A total of 39% of respondents (537 of 1,365 responses) stated that they either agreed or strongly agreed with the proposals for traffic mitigation to the north of the A1067. A total of 43% of respondents (594 of 1,365 responses) stated that they disagreed or strongly disagreed with the proposals for traffic mitigation to the north of the A1067. The remaining 234 responses (17%) stated that they neither agreed nor disagreed with the proposals. The most commonly chosen option was 'strongly disagree' from 520 of 1,365 responses, which comprised 38% of the total number of responses.

5.10.3 Postcode analyses of responses received from respondents who gave their postcode as NR9 and NR10 are shown in Table 5-2. NR9 and NR10 postcode districts cover the areas most likely to be impacted by traffic mitigation proposals for north of the A1067.

Table 5-2 Responses received to question 22 by respondents from postcodes NR9 and NR10

Responses received to question 22 from postcodes NR9 and NR10	Overall response from all respondents (number)	Overall response from all respondents (percentage)	Responses from those who gave a postcode from NR9 (number)	Responses from those who gave a postcode from NR9 (percentage)	Responses from those who gave a postcode from NR10 (number)	Responses from those who gave a postcode from NR10 (percentage)
Strongly Agree	317	23	26	15	60	42
Agree	220	16	37	21	26	18
Neither agree nor disagree	234	17	62	34	11	7
Disagree	74	5	9	6	13	9
Strongly disagree	520	38	41	24	32	23

Base: all respondents (n:1,365), NR9 and NR10 responses (n:175 and 142 respectively)

Note: n = number of responses



5.10.4 36% of respondents from NR9 agreed or strongly agreed with the proposals for mitigation for the north of the A1067, a similar level to all respondents who chose to answer this question (39%). This contrasts with respondents who gave their postcode as NR10, where 60% agreed or strongly agreed with the proposals. This suggests that those in NR10 (who are less likely to be affected by the mitigations) are more likely to support it.

5.10.5 Question 23 asked respondents if they had any comments on the proposed traffic mitigations to the north of the A1067. Respondents were able to provide their answer in a free text box and some took the opportunity to express their views in general, rather than specifically relating to the mitigation proposals. Full coding tables can be found in Appendix 9 (Document Reference 5.01.09).

5.10.6 Some respondents reiterated their opposition to the overall pre-application consultation proposals or suggested that the funding should be spent elsewhere.

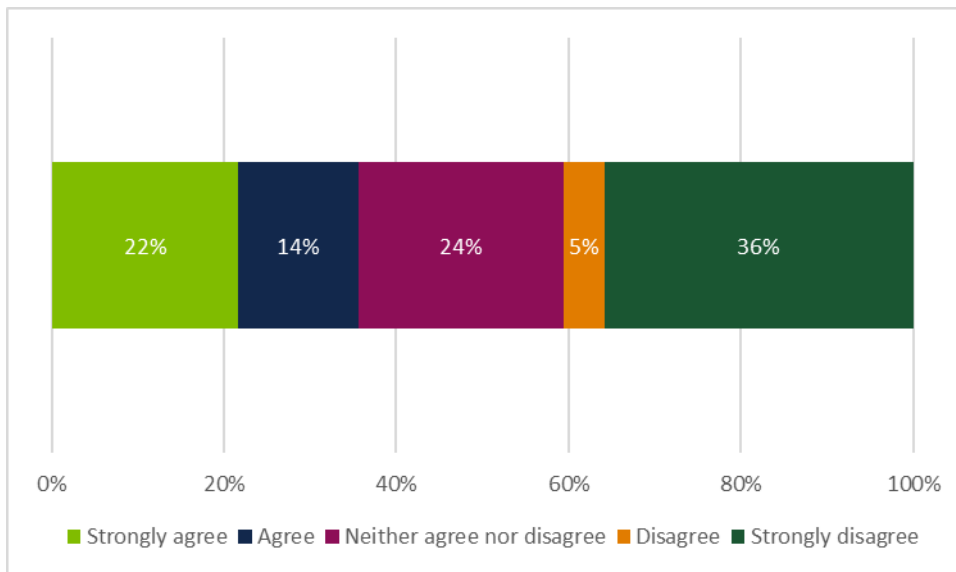
5.10.7 Of the comments that referred to traffic mitigations to the north of the A1067, some respondents were concerned about an increase in traffic, suggested improving public transport, or were opposed to the restriction of a right hand turn on Holt Road. Another concern was that local roads would not be able to cope with the traffic.

5.11 Proposals for Honingham Lane

5.11.1 Question 24 asked respondents 'To what extent do you agree or disagree with the proposal for a point closure on Honingham Lane?'. The results can be seen in Figure 5-12.



Figure 5-12 Extent of support for the proposal on Honingham Lane



Base: all who provided a response (N: 1,364)

5.11.2 A total of 36% of respondents (485 of 1,364 responses) stated that they either agreed or strongly agreed with the proposals for a point closure at Honingham Lane. A total of 41% of respondents (553 of 1,364 responses) stated that they disagreed or strongly disagreed with the proposals for a point closure at Honingham Lane. The remaining 326 responses (24%) stated that they neither agreed nor disagreed with the proposals. The most commonly chosen option was 'strongly disagree' from 489 of 1,364 responses, which comprised 36% of the total number of responses.

5.11.3 Postcode analyses of responses received from respondents who gave their postcode as NR8 are shown in Table 5-3. The NR8 postcode district covers the area most likely to be impacted by traffic mitigation proposals for Honingham Lane. The respondents from NR8 did not answer largely differently from the rest of the respondents.

Table 5-3 Responses received to question 24 by respondents from postcode NR8

Responses received to question 24 from postcode NR8	Overall response from all respondents (number)	Overall response from all respondents (percentage)	Responses from those who gave a postcode from NR8 (number)	Responses from those who gave a postcode from NR8 (percentage)
Strongly Agree	295	22	61	32
Agree	190	14	32	17
Neither agree nor disagree	326	24	34	18
Disagree	64	5	11	6
Strongly disagree	489	36	50	27

Base: all respondents (n:1,364), NR8 responses (n:188)

Note: n = number of responses



5.11.4 Question 25 asked respondents if they had any comments of the proposed point closure on Honingham Lane. Respondents were able to provide their answer in a free text box and some took the opportunity to express their views in general, rather than specifically relating to point closure. Full coding tables can be found in Appendix 9 (Document Reference 5.01.09).

5.11.5 Some respondents reiterated their opposition to the overall pre-application consultation proposals, suggesting that the funding should be spent elsewhere, or objecting to the pre-application consultation proposals because of the impact on the environment. Some respondents expressed their concern that the scheme would increase traffic.

5.11.6 Some respondents expressed support for the point closure of Honingham Lane, while others expressed opposition due to the loss of the most direct route. Some respondents felt the closure would cause a negative impact on residents and businesses, while others opposed the point closure due to the displacement or increase of traffic.

5.12 Any other comments

5.12.1 Email responses received from individuals were coded and included in the analyses for Question 26, which asked respondents if they had any other comments on the proposal. Respondents who used the online questionnaire to provide feedback were able to provide their answer to Question 26 in a free text box. Full coding tables can be found in Appendix 9 (Document Reference 5.01.09).

5.12.2 Some respondents took the opportunity to reiterate their opposition to the pre-application consultation proposals or expressed that their opposition was due to the negative impact on the environment. Others commented on the negative impact on wildlife and wildlife habitats.

5.12.3 Some respondents supported the pre-application consultation proposals, while others suggested that the pre-application consultation proposals should include more dedicated routes for active travel.



6 Responses from businesses, organisations and elected representatives

6.1 Business, groups, organisation and elected representative responses

6.1.1 84 different groups, organisations and elected representatives provided responses, through completion of the questionnaire or via a written response. A list of these respondents can be seen in Section 4.2.7. These 84 respondents provided a total of 94 responses. Some businesses, groups and organisations submitted both a questionnaire response and sent an email.

6.1.2 The Applicant's response to each matter raised by organisations, businesses and groups can be found in Appendix 11.

6.2 Other responses

6.2.1 A joint response was received from a group of 12 individuals and businesses who were particularly concerned with one element of the proposals.

6.2.2 The group expressed that while they agreed with the Proposed Scheme, they believed the proposal to introduce a left turn only from Shortthorn Road onto the Holt Road would impact negatively on the businesses and residents through:

- Increased traffic through Brick Kiln Road, Buxton Heath and Buxton Road;
- Increased congestion and journey times through Horsford;
- Increased journey distances and time for local businesses resulting in increased costs to do business;
- Access barriers to local business by local residents;
- Access barriers to residents working locally to travel to and from home;
- Negative impact on rural business;



- Environmental impact by increased congestion, journey distances and journey times resulting in more pollution; and,
- Impact on local leisure on quiet lanes due to increased traffic.



7 Attlebridge localised consultation responses

7.1 Summary

7.1.1 In total 31 emails/letters were received from the Attlebridge localised consultation, which consisted of the following:

- 25 emails/letters were received from individuals; and,
- 6 emails/letters were received from groups, organisations and elected representatives.

7.1.2 Analysis of these responses is summarised in Sections 7.2 and 7.3 below.

7.2 Responses from individuals

7.2.1 Of the 25 individuals that responded, 6 expressed support for, or no objection to, the alternative proposal for Attlebridge. 19 stated that they did not support the alternative proposal or expressed concerns about this.

7.2.2 The majority of individuals that expressed support for, or no objection to, the alternative proposal were residents of Attlebridge. The main reason for expressing these views were:

- Station Road already has too many vehicles using it and/or is unsuitable for the number of vehicles forecast to use it; and,
- Felthorpe Road is narrow and unsuitable for increased use by motor vehicles.

7.2.3 The majority of individuals that did not support, or express concern about, the alternative proposal for Attlebridge were generally residents of Swannington and Alderford. The main reasons for expressing these views were:

- The alternative routes between Swannington/Alderford and A1067 Weston Longville are more onerous. In particular Hall Road, Porters Lane and the A1067/Porters Lane junction were identified as being unsuitable for increased vehicular use and with safety concerns being expressed;



- Local businesses and deliveries to local businesses would be impacted; and,
- Station Road is a suitable route for traffic to use.

7.2.4 A more detailed breakdown of the overall comments made by individuals is detailed in Appendix 12 (Document Reference 5.01.12).

7.3 Responses from groups, organisations and elected representatives

7.3.1 Table 7-1 provides a summary of the key themes from the written comments received from each of organisations, businesses or elected representatives.

Table 7-1 Organisational and elected representatives

Name of Organisation/Elected Representative	Key themes in stakeholder response
Swannington with Alderford and Little Witchingham Parish Council	<ul style="list-style-type: none"> • Opposed to the alternative proposal for Attlebridge.
Swannington with Alderford and Little Witchingham Parish Council	<ul style="list-style-type: none"> • Considers that the residents of Swannington and neighbouring parishes who would normally use Station Road as an access to the A1067 and when the Proposed Scheme is built and would be seriously inconvenienced.
Taverham Parish Council	<ul style="list-style-type: none"> • No objection to the alternative proposal for Attlebridge.
Weston Longville Parish Council	<ul style="list-style-type: none"> • Supportive of the alternative proposal for Attlebridge.
Norfolk Constabulary	<ul style="list-style-type: none"> • Generally supportive of the alternative proposal for Attlebridge, particularly the inclusion of Felthorpe Road.



Name of Organisation/Elected Representative	Key themes in stakeholder response
Norfolk Constabulary	<ul style="list-style-type: none"> Notes that enforcement can only be undertaken when operationally able.
Local Church Representative	<ul style="list-style-type: none"> Alternative proposal would be extremely inconvenient for the five churches in the area.
Local Church Representative	<ul style="list-style-type: none"> Alternative routes would involve single track roads and dangerous junctions.
Local business	<ul style="list-style-type: none"> Concerned about the impact on deliveries to the business in Swannington.
Local business	<ul style="list-style-type: none"> Will impact School Road in Swannington.
Local business	<ul style="list-style-type: none"> Suggests in exemption to the prohibition of motor vehicles for small vehicles.

7.4 Regard given to comments from individuals and groups, organisations and elected representatives

7.4.1 A more detailed list of all the comments made to the Attlebridge localised consultation, together with the regard given to them by the Applicant, is contained in Appendix 13 (Document Reference 5.01.13) of this report.



8 Consideration of comments received

8.1.1 Appendix 10 (Document Reference 5.01.10) and 11 (Document Reference 5.01.11) show the consideration given to the matters and themes raised during the pre-application consultation by the Applicant.

8.1.2 As a result of the responses received the following changes have been incorporated into the package of traffic mitigation measures that will support the Proposed Scheme that will be submitted for a planning application:

- A significant number of consultation responses did not support the proposed closure of Barnham Broom Road, Carleton Forehoe, noting concerns about the impacts to businesses on the road and the suitability of the alternative routes that traffic would need to use. As a result, the originally proposed Barnham Broom Road, Carleton Forehoe closure has been removed from the package of proposed mitigation measures and replaced with traffic and speed management measures, including a proposed 20mph speed on the built-up length of the road closest to Tuttles Lane, a 30mph speed limit through Carleton Forehoe and a 40mph speed limit on the remainder of the road;
- The originally proposed Dark Lane closure has been removed from the package of traffic mitigation measures because the removal of the Barnham Broom Road, Carleton Forehoe closure does not then generate a change in traffic flows through the Dark Lane junction (at the B road 'Skipping Block Corner'). It was this secondary effect of traffic re-routing in response to the closure of Barnham Broom Road, Carleton Forehoe that helped to inform the proposal for Dark Lane and with the removal of that closure, the Dark Lane closure is no longer required to mitigate the effects of the Proposed Scheme. However, the Applicant will continue to work with the local communities to see whether a scheme can be delivered by agreement with the local communities and with relevant landowners independently from the Proposed Scheme;



- The originally proposed prohibited right turns at the Holt Road / Shortthorn Road junction are still intended to be included in the package of traffic mitigation measures but a phased approach to implementing them will be adopted. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibited right turns at the Holt Road/Shortthorn Road junction. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need; and,
- Whilst not included within the consultation details, an HGV 'access only' weight restriction on the existing B1535 to maximise the uptake of opportunities for HGVs to use the Proposed Scheme is intended for this route but a phased approach to implementing this will be adopted. Similar to the consideration of the prohibited right turns at the Holt Road / Shortthorn Road junction the Applicant proposes to take a monitor and manage approach to the introduction of this weight restriction. It will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the weight restriction.



8.1.3 As a result of the further localised consultation regarding the mitigation proposals for Attlebridge, it is intended that the originally proposed prohibited right turn from Reepham Road into Station Road (to the north of Attlebridge) be replaced with a prohibition of motor vehicles restriction on Station Road (between Reepham Road and A1067 Fakenham Road) and Felthorpe Road (between Reepham Road and Station Road). However, similar to the consideration of the prohibited right turns at the Holt Road / Shortthorn Road junction the Applicant proposes to take a monitor and manage approach to the introduction of the proposals for Attlebridge. It will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibition of motor vehicles restriction on Station Road and Felthorpe Road.

In addition to the revisions to the traffic mitigation proposals, consideration of feedback received during the pre-application consultation has resulted in the following updates to the Proposed Scheme itself:

- The proposed bund heights along the western side of the Proposed Scheme between Ringland Lane and The Broadway have been raised in order to provide a minimum of 4.5 metres effective screening from the carriageway and additional noise and visual mitigation for Weston Green and Weston Longville;
- The provision of a green bridge at the Nursery Woodland rather than a landscaped bat crossing (reference to both was included in the consultation but further technical work has supported the green bridge solution);
- The provision of additional areas of woodland creations in the area of the road as essential mitigation but will also support biodiversity net gain (BNG);



- The provision of increased mitigation areas beyond the mainline of the Proposed Scheme, which will also support BNG; and,
- Refinement of the details and closure point locations linked to the various road closures proposed for the Proposed Scheme.



9 Conclusions

9.1.1 This report outlines the pre-application consultation undertaken by the Applicant on the scheme proposals between 15 August 2022 and 9 October 2022. The results of this consultation are described in the following sections of this report:

- Section 5 summarises the responses received from individuals;
- Section 6 provides information on the responses from groups, organisations and elected representatives;
- Appendix 9 (Document Reference 5.01.09) details the key themes identified from the coding and analysis of the responses from individuals; and,
- Appendices 10 and 11 (Document References 5.01.10 and 11) detail the matters raised by individuals, groups, organisations and elected representatives throughout consultation, and provides the Applicant's responses to these matters.

9.1.2 As a result of the responses received to the pre-application consultation regarding the proposed prohibited right turn from Reephams Road into Station Road (to the north of Attlebridge), a further localised consultation was undertaken on an alternative proposal for the traffic mitigation in the area of Attlebridge. This took place between 12 December 2022 and 20 January 2023.

9.1.3 The results of this further localised consultation (Attlebridge localised consultation) are described in the following sections of this report:

- Section 7.2 summarise the responses received from individuals;
- Section 7.3 also contains the summary the responses groups, organisations and elected representatives together with the key themes that were identified by their analysis;



- Appendix 12 (Document Reference 5.01.12) details the key themes identified from the analysis of the responses from individuals; and,
- Appendix 13 (Document Reference 5.01.13) details the themes raised by both individual responses and the groups, organisations and elected representatives' responses, and provides the Applicant's responses to these themes.

9.1.4 The refinements made to the scheme as a result of both the pre-application consultation and the subsequent localised consultation at Attlebridge are detailed in Section 8.0 of this report.

9.1.5 The Applicant intends to continue engagement with local communities and groups, affected landowners and key stakeholders as the scheme continues to progress.

9.1.6 The Pre-Application Consultation undertaken in 2022 and summarised within this report was a consultation to help the Applicant develop the design, and there will be a further consultation undertaken by the Local Planning Authority following the submission and validation of the planning application.